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STREIT

AREA ANALYSIS

FOR

SALMON RIVER CANYON
THE SAWTOOTH NATIONAL RECREATION AREA

Submitted in fulfillment of the
Outdoor Recreation Short Course
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This paper was prepared as a student project in partial fulfillment of the requirements of the Professional Development for Outdoor Recreation Management Program at Clemson University. It in no way reflects USDA Forest Service policy, nor are the opinions expressed those of anyone other than the author.

ABSTRACT

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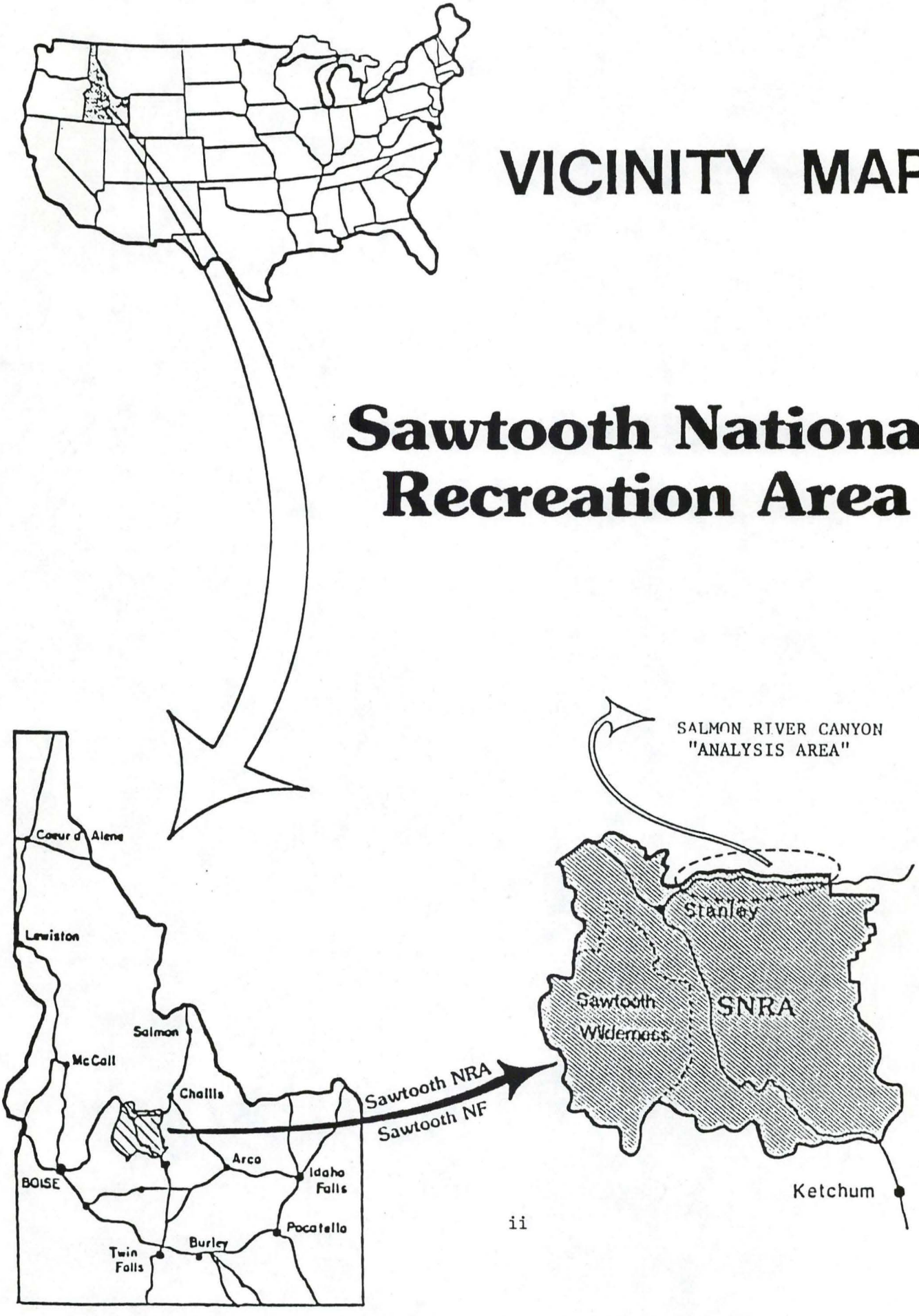
The Sawtooth National Recreation Area, in central Idaho, contains 756,000 acres of the nation's most scenic recreation environments. Within the recreation area is a 22-mile river canyon, the Upper Main Salmon River. This river corridor comprises only two percent of the area's total land base, but accounts for one-sixth of the recreation area's total use.

Management of this canyon involves dramatic recreation growth, user conflicts, and protection of natural resources. The Forest Plan establishes broad management direction, standards and guidelines. Area Analysis provides the opportunity to refine this management direction and focus on site-specific needs and action items. The Area Analysis for the Salmon River Canyon will address: process overview and boundary, current conditions/need for change, desired future condition, recommendations, monitoring and further data needs and partnership opportunities. It provides the Area Ranger with a complete package ready for decision making and implementation.

KEYWORDS
~~RECREATION~~
PARTNERSHIPS
~~AREA ANALYSIS~~
~~SALMON RIVER CORRIDOR~~
~~DESIRED FUTURE CONDITION~~
~~SAWTOOTH~~ NATIONAL RECREATION AREA

VICINITY MAP

Sawtooth National Recreation Area



I. INTRODUCTION

The Sawtooth National Recreation Area is one of the nation's most scenic recreation environments. Mountain peaks, lush valleys, diverse natural resources, and crystal clear lakes and streams, comprise the 756,000 acres of this unique alpine environment, located in the heart of central Idaho.

Attempts to protect the natural resources of this area through legislation, date back as far as 1911. However, it was not until August 22, 1972, that Congress passed Public Law 92-400, establishing the Sawtooth National Recreation Area (SNRA). This Act ensures "the preservation and protection of the natural, scenic, historic, pastoral, and fish and wildlife values" and provides "for the enhancement of the recreation values."

Recreation opportunity is the primary resource and product of the SNRA, with pleasure driving and camping among the most desired uses in this area. Total recreation use in the SNRA last year, including the Wilderness Area, exceeded 1,015,100[1] recreation visitor days (RVD's - an aggregate of 12 hours by one or more people).

Some of the recreation opportunities unique to this area involve floatboating, fishing, or observation of migrating steelhead and salmon on the Upper Main Salmon River ("The River of No Return"). Although this river originates in the heart of the recreation area, it is the more rugged, canyon section of the river which attracts the heaviest recreation use.

The Salmon River Canyon consists of a 22-mile portion of the Main Salmon River starting at Lower Stanley and continuing to the eastern boundary of the SNRA. This river corridor, with its outstanding natural features is eligible as a "recreation river" within the National Wild and Scenic River System. The Salmon River Canyon Scenic Highway parallels the river providing numerous opportunities for floatboating, kayaking, steelhead, salmon and trout fishing, hunting, camping, picnicking, hot spring bathing, wildlife and scenic viewing. Although this narrow corridor contains less than two percent of the SNRA's total land base, it currently receives almost 15 percent of the entire recreation use for the area.

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[1] Britton, Ken, "1989 Recreation Use Summary," Sawtooth National Recreation Area (December, 1989).

Management of the Salmon River Canyon will address dramatic growth in recreation use, conflicts between various recreationists, and the need to protect all natural resources in the area. Therefore, the purpose of this paper is to:

1. Provide a systematic approach for the evaluation and resolution of management problems within the Salmon River Canyon.
2. Discuss the complexity of past and present recreation and other associated resource management within the Salmon River Canyon.
3. Illustrate a Desired Future Condition which provides direction for various recreation activities and protection of natural resources.
4. Provide the SNRA Area Ranger and staff with a composite document which recommends site-specific prescriptions for the management of recreation activities and the protection of other resource values.

II. AREA ANALYSIS

The Salmon River Canyon is a classic example of an exciting river environment being "loved to death" by its recreation users. Recreation use is rapidly increasing, often resulting in overcrowding, user conflicts, and safety problems. Undeveloped areas which receive concentrated use are experiencing soil compaction, sanitation problems, and threatens the loss of sensitive riparian communities. Many of the Forest Service facilities are 20-25 years old and in need of rehabilitation. Management needs to be developed for this area which addresses each of these problems, examines an appropriate mix of developments and activities, and reflects the broad direction in the new Forest Plan.

A. Process Overview

Using an "Area Analysis Process" provides a method to examine present uses or activities, identify areas of opportunity, as well as unacceptable situations, assess cumulative resource effects, and assist in achieving an appropriate "mix of recreation uses" and social experiences. An Area Analysis evaluates all resource data collected in an area, displays the desired future condition contained within the Forest Plan and shows the most appropriate alternative for achieving a desired management condition.

The Land and Resource Management Plan for the Sawtooth National Forest was completed and approved in September of 1987.

The Forest Service selected an alternative emphasizing "high recreation/public use." Standards and guidelines in the plan provide direction for all resource programs.

The Sawtooth Forest Plan and Final Environmental Impact Statement do not contain sufficient detail to determine improvements at specific site locations. Before these decisions can be made, managers need more indepth information and analysis. Although a full array of management practices are available to achieve a desired future condition, resource and other public factors may be present, which need to be considered.

An Area Analysis is not a statement of disclosure, as required by the National Environmental Policy Act (NEPA). Rather it focuses management attention on established priorities and refines budgeting and integration of resource objectives in the Forest Plan. The NEPA disclosure requirements are met as each individual project is planned and implemented.

B. Objectives

The Salmon River Canyon Area Analysis is a modified format, utilizing concepts presented in the *Area Analysis for Trail Creek Canyon*. This process was developed for use on the Sawtooth National Forest, as a method for examining multiple activities, resource issues, and opportunities.

Preparation of the Area Analysis for Salmon River Canyon will include the following steps:

1. **Current Condition/Need for Change**

   Assemble all recreation data, area plans, maps, site plans, aerial photography, National Forest Recreation Sites (NFRS) inventories, Forest Plan direction, and Recreation Opportunity Spectrum (ROS) information for this river corridor. Define the boundary of the area analysis and determine the issues, concerns, and opportunities of the Forest users most affected by our actions.

   Evaluate resource conditions within the area analysis and document the need to change unacceptable conditions, as well as identify areas of opportunity. Substantiate the need for change through review of Forest Plan concerns, interdisciplinary team input, permittees and visitor comments, marketing plan data, and meetings with various agencies and user groups.

2. **Desired Future Condition**

   Examine the directives, standards and guidelines for each of the affected resources, displayed in the Forest Plan. Identify areas of concern, opportunities for improvement, conflicts between various resource needs. This scenario will be compared to the current condition to generate an assessment of cumulative effects and formulation of Area Analysis Recommendations.

3. **Area Analysis Recommendations**

Develop a management alternative which will best achieve a desired future condition within the area analysis. Incorporate specialist findings, mitigative recommendations and resolutions for eliminating user conflicts. Formulate a recommended alternative which provides an acceptable combination of desired recreation activities and protection of the natural resources. Determine the management actions necessary to move from the current condition to a desired future condition.

Develop a draft narrative and photographic document which illustrates current conditions and potential capabilities within the canyon; i.e., problem sites, user conflicts, user needs, existing facilities, and potential development areas. Review each existing or suitable, potential recreation site in the study area and provide comments or recommendations towards achievement of the desired future condition for all resources and activities.

C. Boundary and Physical Setting

The boundary of our Area Analysis involves a 22-mile portion of the Main Salmon River. This is a river canyon starting near Lower Stanley, on the west, and continuing to the eastern boundary of the SNRA. The side slopes of this V-shaped drainage are extremely steep and clearly define the corridor. The northern edge of the corridor lies along the ridge top, concurrent with the existing SNRA boundary.

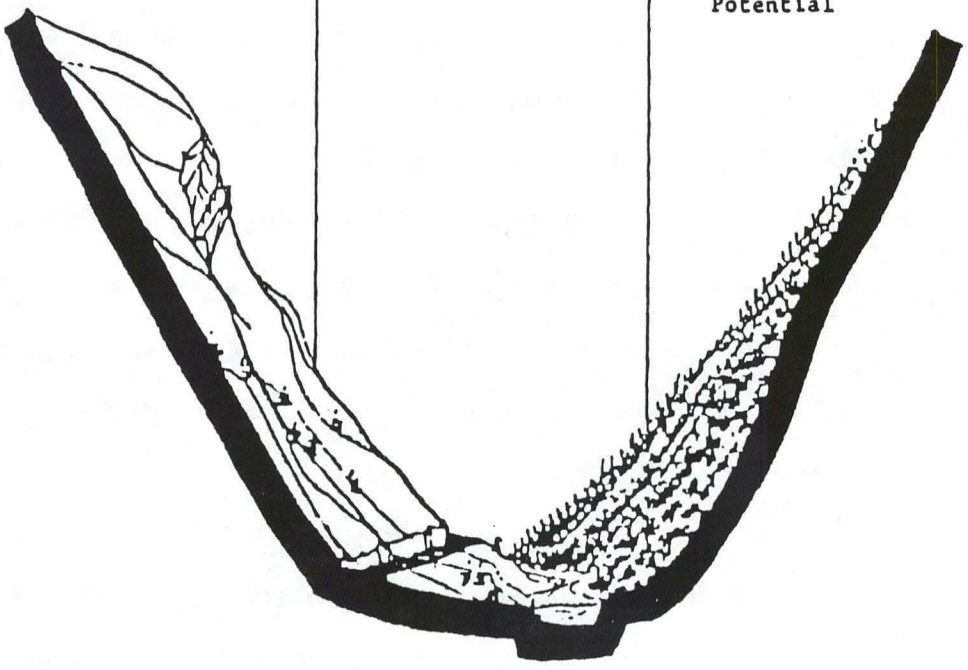
Both the north and south boundary parallel the river, approximately 1/4 mile from the water's edge. A few exceptions to this width occur in areas of flatter topography, near private lands.

The Salmon River Canyon Area Analysis encompasses approximately 10,000 acres. The profile of this canyon displays some dramatic differences in landscape characteristics and vegetative patterns between the north and south sides of the canyon. Sun exposure has a direct bearing on the moisture retained on each slope, and in turn, the amount of vegetation present. Because of the steep canyon slopes, any development will be limited to those areas adjacent to the flood plains or benches.

NORTH SIDE
Extremely Steep Canyon
60-85% Slope
6 - 9,000 Elev.
South-West Aspect
Thin, Coarse Soil
Low Forage Production
Sedimentation Enters
Directly Into the River
Stable When Not Disturbed
Brush, Grass and Scattered Fir
Big Game Winter Range
Seen Foreground
Granitic Canyon Lands
High-Very High Mineral
Potential

BENCHES & FLOOD PLAIN
Flat, Benchy Segments
Along River
5-10% Slope
Sandy Loam
High Erosion Hazard
Moderate Productivity
20 Year Flood Plain
Fine, Fir Grass
Occasional Private
Ownership
S.H. 75
Seen Foreground
Alluvial
High-Very High Mineral
Potential

SOUTH SIDE
Extremely Steep Canyon
Slopes
60-85% Slope
6 - 9,000 Elev.
North, East Aspect
Thin, Coarse Soil
Very High Erosion Hazard
Moderate Tree Production
Sedimentation Enters
Directly Into the River
Stable When Not Disturbed
Pine and Dense Fir
Big Game Winter Range
Seen Foreground
Granitic Canyon Land
High-Very High Mineral
Potential



SALMON RIVER CANYON

III. CURRENT CONDITIONS/NEED FOR CHANGE

A. Previous Planning Documents

1. NFRRS Inventory

In the late 1950's, the Forest Service conducted a National Forest Recreation Resource Survey (NFRRS) for all Forest lands, including the Salmon River Canyon. The inventory covered hundreds of potential development sites, recording each location and pertinent site information. The survey included available acres for development, potential activities or recreation opportunities, access routes, forest environment, topography, soil conditions, available shade, and potential water sources. These development sites provided a planning base for the first Recreation Management Plan in the Salmon River Canyon and continue to be utilized in the Area Analysis.

2. Salmon River Recreation Area Plan and History

Prior to establishment of the SNRA, three different National Forests, the Boise, Sawtooth, and Challis, managed this 3/4 million acre recreation area. In 1962, the Challis National Forest completed the first Recreation Area Plan for the Salmon River Canyon. This plan outlined a brief history of the area, analyzed the current recreation situation, projected future use, and made management recommendations which utilized most of the NFRRS sites.

The Salmon River Canyon has always provided diverse recreation opportunities, spectacular scenery, a unique strain of anadromous fisheries, and a rich mining heritage. Visitors can still explore the remnants of early day placer gold mining activities along the banks of the river. Gold was first discovered near Stanley by a prospecting party led by Captain John Stanley, in July 1863. Soon after, placer gold was discovered along the Salmon River at Robinson Bar, by a prospector named Robinson. "Being low in supplies and afraid of the coming winter and Indians, Robinson left for the Boise Basin after making his discovery." He later described his discovery and how to reach it to a group of placer miners with the admonition, "If you get there before me next spring, save me a claim." [2]

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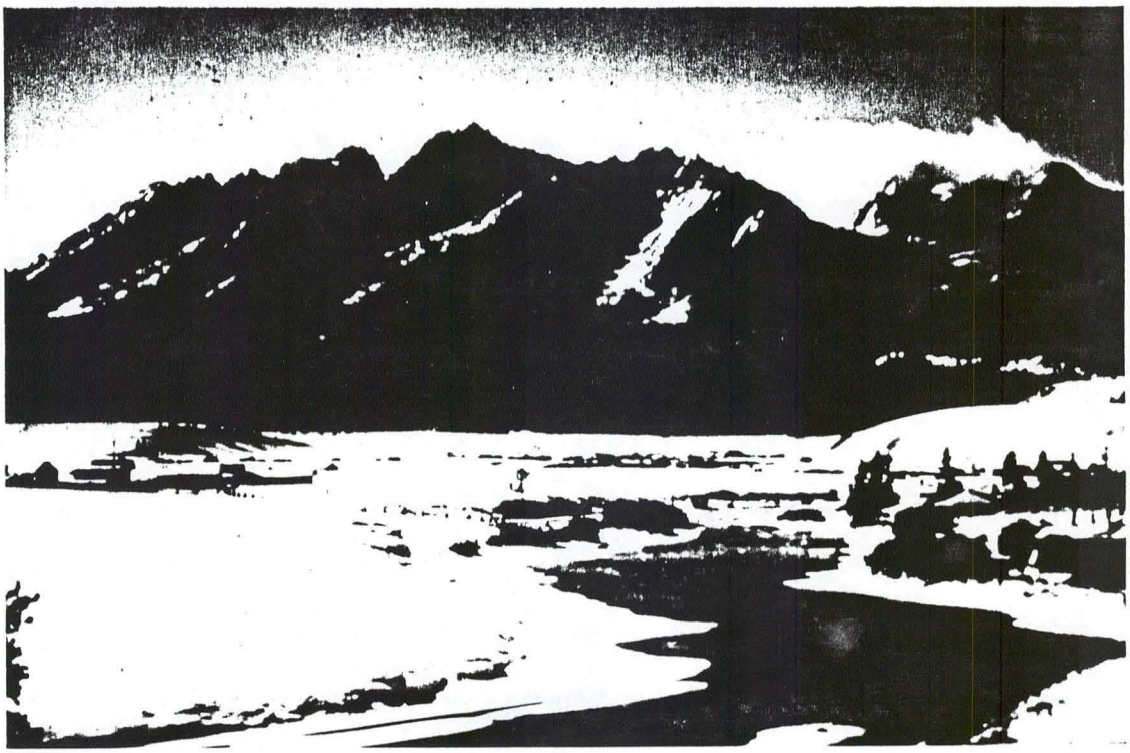
[2] Idaho Bureau of Mines and Geology, Geology and Ore Deposits of the Stanley Area, Moscow, Idaho, (July, 1962).

Although Robinson was never heard of again, the first claim staked on the bar by Ebenezer Cummingham, The Great Centennial, eventually yielded over $100,000 in gold ($2,000,000 at current value). This was to become the first of several similar deposits to be discovered along the river, encouraging many early visits.



View towards Stanley Basin

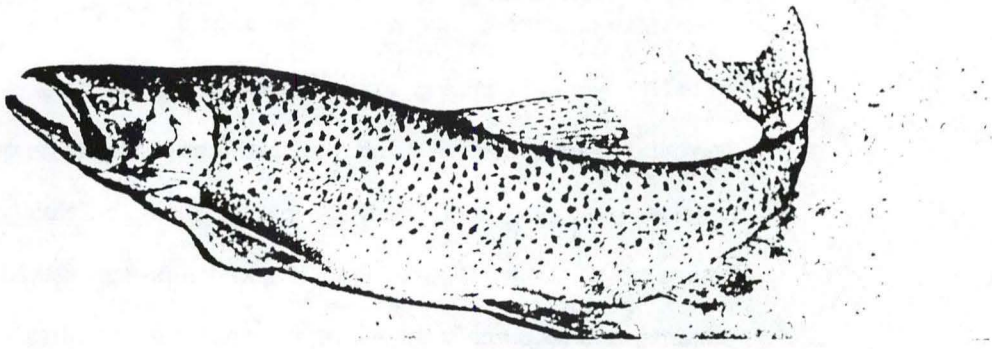
Water has played a dramatic role in the formation of this scenic corridor. It also provides the source for one of nature's more unique phenomenon - - the annual, anadromous fish migration. The genetic strain of salmon and steelhead which inhabit this river are unique to no other stream or river in the United States. These fish travel almost 900 miles from the Pacific Ocean, to return to their original spawning grounds in the headwater of the Salmon River.

Salmon River— *Highway to the Sea*

The melting snows of the Sawtooth Mountains give birth to the Salmon River — the beginning of a "Highway to the Sea." Within the length of the Sawtooth Valley below, the Salmon River develops from a small winding stream to a river of awesome beauty.

The Salmon River and its tributaries provide spawning areas for Chinook Salmon, some of which swim 800 miles to lay their eggs and die. The river also supplies water for cattle and sheep, hay, and recreational activities, such as fishing and boating.

The Salmon River has also affected the destiny of Idaho. Because of the river's rugged canyons, the Lewis and Clark expedition of 1805 turned back, calling the Salmon River, "The River of No Return."



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Proposed Interpretive Signing for Salmon River Canyon

Throughout the early 1900's, civilization continued to advance into this remote area. First dirt, then oil-surfaced roads began to penetrate the canyon and provide a vital link between the towns of Stanley and Challis. Visitors not only discovered the cool waters of the river corridor, but the added attraction of several nearby hot springs. These hot pools provide many enjoyable hours for recreation users, and also attract large, wintering game herds which may be viewed during the winter.

Congress established the Challis National Forest in 1908, with a headquarters in Challis, some 60 miles downriver from Stanley. Forest Service managers discovered that demand for recreation activities, such as camping, picnicking, fishing, hunting, and trail riding, were steadily increasing. Although the first Salmon River Recreation Management Plan was not completed until 1962, recreation use trends for the previous ten year period had increased over 500 percent. The Plan projected a 20 percent annual growth, expanding the present 56-developed camping units to 494 camping units by the year 1970. One far-sighted individual observed that:

"If development of each area and the use of the river follow the predicted pattern the year 1970 will push demand past development possibilities, hence saturation will be reached." [3]

Random statistical data gathered between 1959-1961, characterize recreation use patterns in this area as follows:

- 50-60% of the recreationists were from the State of Idaho.
- 11-15% from California.
- 15% from the State of Utah.

- 51-56% of campers used trailers
- 24-35% of campers used tents
- 15% of campers used pickup campers

- The average camping group size was seven persons.

The information contained in this 1962 plan has proven to be quite beneficial. Aside from a historic perceptive on the early use in the canyon, these early, projected recreation use figures for 1970 provide a real landmark to compare projected and actual visitation, use patterns, and resource stability over the past three decades.

3. **SNRA General Management Plan**

Shortly after the establishment of the SNRA, a second management plan was completed in 1975, which included lands and recreation activities within the Salmon River Canyon. The canyon was now traversed by U.S. 93, a two-lane paved highway connecting the towns of Stanley with Challis. The road is open year-round, with average daily two-way traffic totaling 446 vehicles per day, and maximum volumes often exceeding 1,000 vehicles per day.

By 1975, developed recreation sites in the Salmon River Canyon totaled only 115 camping units. Eight developed campgrounds and one picnic site could accommodate 575 Persons At One Time (PAOT). Although developed facilities remained far short of the 494 campsites projected in 1970, total recreation demand exceeded 33,600 recreation visitor days.

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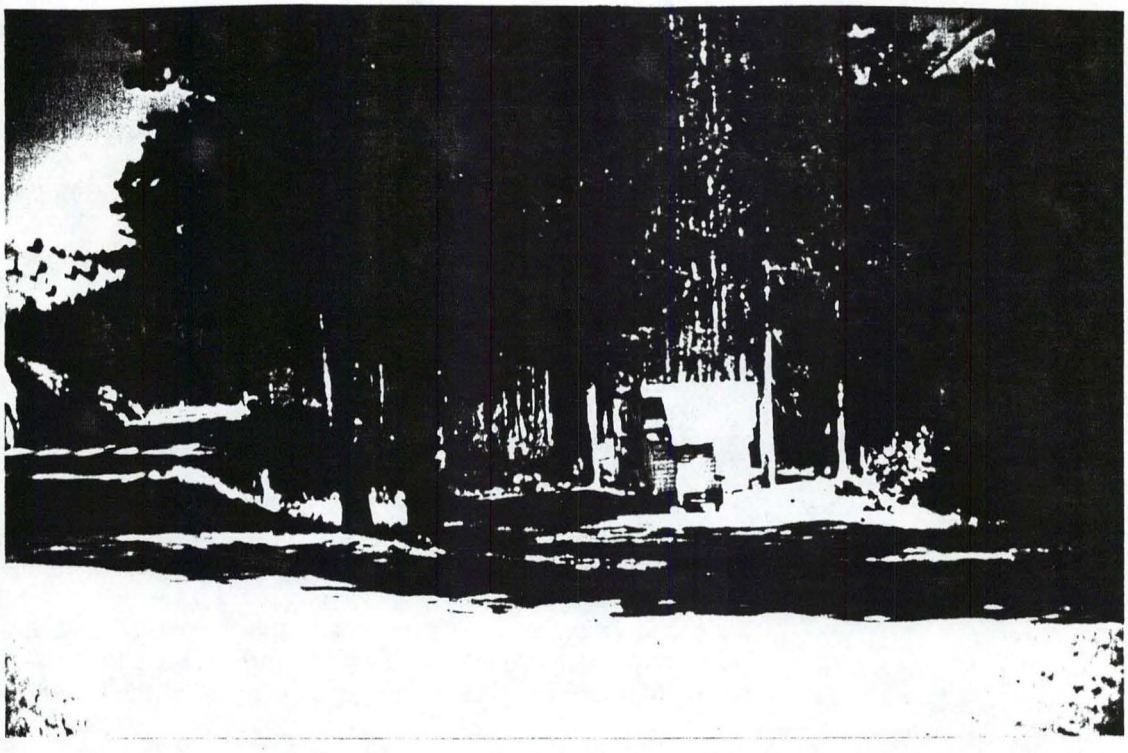
[3] USDA Forest Service, "Salmon River Recreation Area Plan," Challis National Forest, (1962)

What had changed drastically was the amount of recreationists seeking "undeveloped" or dispersed opportunities within this river corridor. The flat terrain and scattered pine canopy on the secondary flood plains encouraged a multitude of "undeveloped activities"; i.e., fishing for native trout, camping, picnicking, hiking, wildlife observation, visiting past mining sites, and hot spring bathing. The anadromous fish runs were starting to increase, as well as interest in floatboating on the Salmon. Undeveloped recreation use in 1974 accounted for 85,860 recreation visitor days.

The SNRA General Management Plan identified a number of problems and user conflicts that required management attention (Appendix A). Ironically, most of the recreation problems and direction established in the SNRA Plan are still appropriate and needed in 1990. Many of these concerns focused on undeveloped needs and impacts, cattle/recreationist conflicts, highway safety, historical site preservation, water pollution, fisheries concerns, and the need for additional developed camping facilities.



Undeveloped camping use occurring in a riparian area.

B. The Forest Plan/Interdisciplinary Involvement

The Forest Supervisor approved the Sawtooth Land and Resource Management Plan in 1987. The Forest Service and the public explored 12 different management alternatives, eventually selecting "Alternative B - Public Use Emphasis." This option places strong emphasis on management of the Forest as a high recreation/public use area, while maintaining commodity output at approximately current levels.

Similar to the process to be used in this Area Analysis, the Forest plan also focused on the current situation and builds towards a very broad, future condition scenario. Many of the unresolved problems and conflicts identified in previous plans were specifically addressed through new management direction and action items. Although many different resources, conditions and legal/political situations combine to formulate a management philosophy for lands within the analysis area, perhaps the best starting point for discussion is with the legislation which created this special area.

1. Public Law 92-400/The Sawtooth NRA

The 92nd Congress established the Sawtooth National Recreation Area in 1972 and emphasized key values which are inherent to the area. The Act stated, "That (a) in order to assure the preservation and protection of the natural, scenic, historic, pastoral, and fish and wildlife values and to provide for the enhancement of the recreational values associated therewith, the Sawtooth National Recreation Area is hereby established."

The Act went on to describe three main areas of management emphasis. Briefly these were:

- The protection and conservation of the salmon fisheries.
- The conservation and development of the scenic, natural, historic, pastoral, wildlife, and other values contributing to and available for public recreation and enjoyment, including preservation of sites typifying the history of the American West.
- The management, utilization, and disposal of natural resources on federally owned lands, such as timber, grazing, and mineral resources, insofar as their utilization will not substantially impair the purposes for which the recreation area is established.

Two other features unique to the SNRA are (1) that the area is now closed to all future mineral entry; and (2) the Secretary of Agriculture was directed to develop regulations for the use, subdivision, and development of private lands within the area to protect aesthetic values.

2. **Wild and Scenic Rivers**

The Wild and Scenic Rivers Act of 1968 (Public Law 90-542), was created to establish a nationwide system of high quality rivers which would be retained in their free-flowing condition for recreation and aesthetic purposes.

An inventory conducted in the Pacific Northwest, identified 85 rivers that represent the best free-flowing and relatively undeveloped stream segments for further study. The Salmon River, from its source downstream through the entire length of the Analysis Area, is currently being studied for a "recreation" classification. Much of the river corridor is adjacent to a main highway and very accessible; a number of shoreline developments already exist along with several river diversions. This river corridor will continue to be managed to protect the values which make it eligible for classification, until final determinations are completed.

3. **Recreation Opportunity Spectrum**

The narrow, confined nature of the Salmon River Canyon and the predominance of the highway corridor have resulted in a "roaded natural" experience level. This classification is characterized by a natural appearing environment with low to moderate degree of user interaction, site control, and facilities. Access and travel is mostly conventional motorized which includes vehicles with trailers or slide in campers, RV's, and some motor homes.

The social experience one might expect in this area can be summarized as recreation opportunities with a high degree of interaction in a natural environment. Opportunities for both motorized and non-motorized are available. Recreation activities include viewing scenery or activities, hiking, walking, horses, motorcycling, camping, picnicking, fishing, floatboating, tubing, and kayaking.

4. Recreation

Recreation is now one of the most important resources we manage on the Forest. The Sawtooth ranks in the top 25 percent of all National Forests in total recreation use. The Salmon River Canyon provides about 150,000 visitor days of recreation use. Since 1975, the growth rate for most recreation activities in the canyon is averaging about three percent per year.

Activities such as floatboating, fishing, and mountain biking have the potential to escalate even faster. If budgetary trends continue, total capacity of Forest Service developed sites will not be able to keep pace with user demand. New capital investments and reconstruction are not keeping up with closure of deteriorating sites. Therefore, publicly owned developed sites will probably decline. We can expect the private sector to take advantage of opportunity to help to meet future demand.

Developed Camping

The Forest service currently has seven campground facilities (development level three[4]) within the canyon, with a capacity of 112 camping units. This area contains about 20 percent of the SNRA's total developed camping units, but only 12 percent of the actual camping use. Although we do not have statistical data which isolates the Salmon River, the 1989 Recreation Use Summary for various sites in the SNRA provides the following comparisons about current recreation users:

- Tent campers make up between 13-18 percent of our campground use, as compared to 24-35 percent in 1962.
- About 52 percent of the people using developed campgrounds are from Idaho, similar to the earlier study.

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[4] The Forest Service Manual describes level three site development as moderate site modification. Facilities are usually contemporary/rustic in design, stress the use of native materials, and provide equal user comfort and site protection. Primary site access may include high standard roads. Interior roads may be hard surfaced, with some obvious traffic controls, and formal trail layouts. Campground density is about three family units per acre, with informal interpretive services available.

- The average number of people per unit is 2.5, as compared to 7 per unit in the early 1960's. However, between 15-20 percent of our campground redesigns are designated for multiple family units.

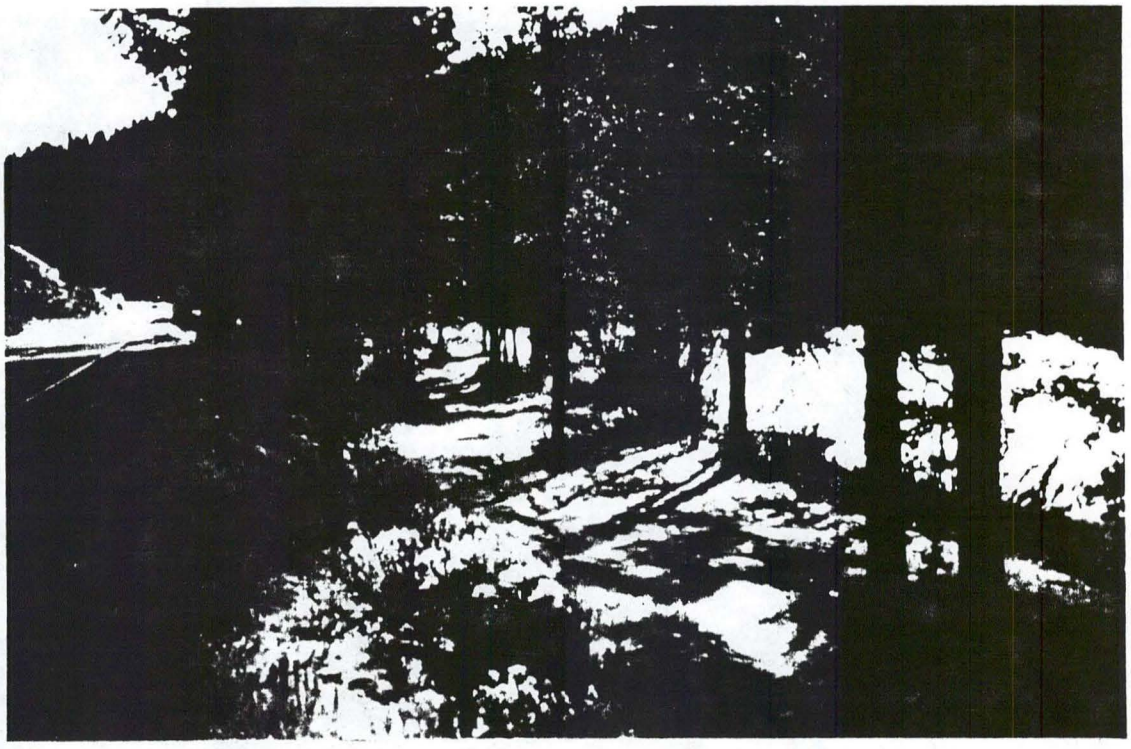
- The Salmon River Canyon received 16,770 campers during 1989.

Most of the developed facilities are outdated and in need of repair. Existing spurs and turn-around areas were not designed for today's larger vehicles. Most campground furniture needs to be replaced. Many sites and all of the existing toilets within the canyon are not designed to provide a barrier-free opportunity. Although revegetation programs would help, most of the riparian areas examined were in a satisfactory condition. One developed camping area (Basin Creek) is located within a riparian/big game wintering area.

The needs of our recreation users are constantly changing

Undeveloped Camping

This activity accounts for a moderate portion of the total recreation visitors received within the canyon. Some of this use is in relation to fishing, hunting, and other activities. However, undeveloped camping appears to be growing concurrent with demand for other recreation facilities in the area. The majority of undeveloped camp sites in the canyon are compatible with other resource values. Although some soil compaction, vegetation loss, and trash and sanitation problems currently exist at a few sites, most of these situations can be corrected through better management.



Undeveloped sites must be designed to prevent resource damage

Picnicking and Other Use

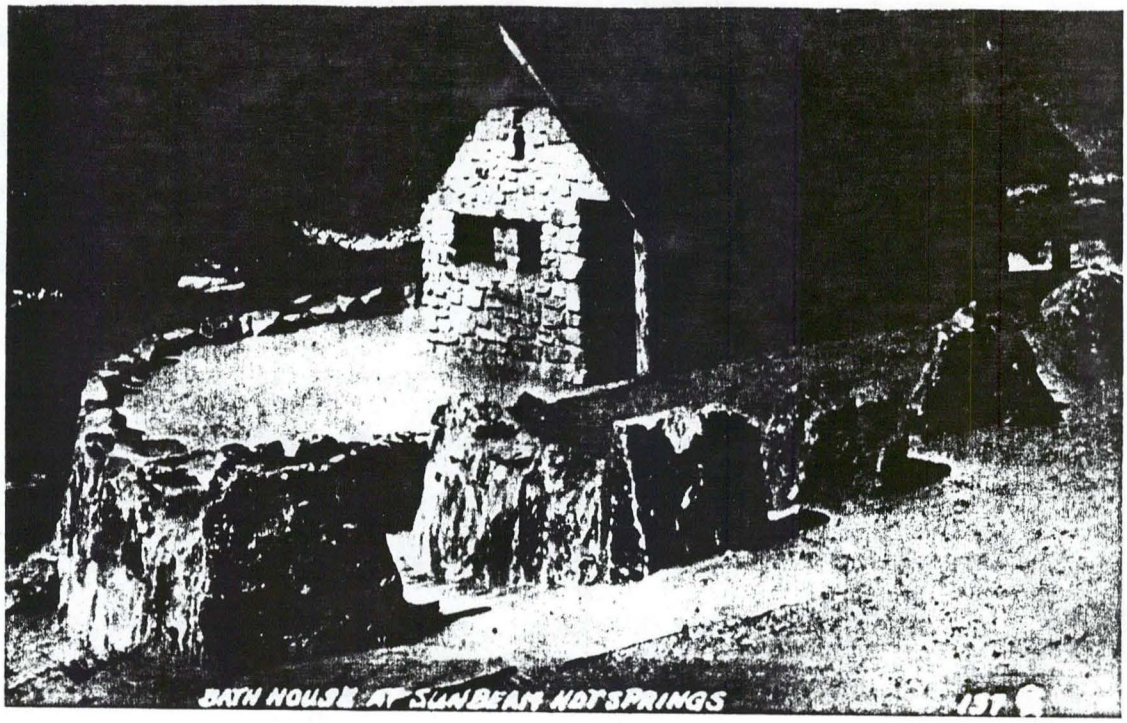
Synder Springs is the only developed picnic facility within the canyon. Most undeveloped areas receive significant use by fishermen, campers, hunters, hikers, and motorists seeking a use site. Expanded anadromous fishing seasons will place additional user demands on recreation sites, between the highway and the river.

5. **Visual Resources**

The Salmon River Canyon landscape is a distinctive combination of moving water, rock outcrops, and mixed vegetative patterns. In addition to the river's wild and scenic classification, Highway (75), which parallels the river, is currently designated by the State of Idaho as "The Salmon River Scenic Route." Last year the Forest Service also nominated the highway as a "National Scenic Byway." The Forest Service classified most of the area along the river in a "retention" category of the Visual Management System. Although some deviation is permitted for recreation developments, this management objective allows activities generally not visible from the highway, or at least visually subordinate to the characteristic landscape.

6. **History, Cultural Resources and Interpretive Services**

So far, only a few cultural resource surveys have been done within the Salmon River Canyon. There are 25 recorded archaeological sites known within or near the Analysis Area. About 2/3's of these are prehistoric (lithic scatters, fire hearths, metates, hunting blinds, etc.). Other sites date from mining or early settlement along the river. Two sites, the Sunbeam Dam and Sunbeam Bathhouse, are of historical significance and are eligible for the National Register.



Bath House at Sunbeam Hot Springs, constructed in 1934.

Archaeologists are rather certain that most of the flat sites along the river contain evidence of past habitation. As recreation demand and need for additional facilities increase, it is urgent that we complete cultural resource surveys for this area.

We need to develop, protect and interpret the two Sunbeam sites and Indian Riffles Overlook. User controls are needed to protect the natural resources and assure a quality recreation experience for all visitors.

7. **Wildlife and Fish**

Hunting and fishing have always been important recreation activities in this area. Big game hunting (elk and deer) normally does not start until after the summer season winds down, creating few conflicts. Supplemental elk feeding sites have developed in the canyon which do attract visitors and cause some traffic congestion on the highway.

The spring and fall influx of steelhead fishermen results in overcrowding at many roadside parking sites, hazardous highway conditions, sanitary and trash problems. Current budget

Floatboating

The Salmon River provides an excellent opportunity for recreationists to participate in a "white-water experience." The river conditions provide a full range of experience levels, from the do-it-yourselfers with inner tubes or rental rafts, to advanced kayakers and rafters. Outfitted (commericial) floating was first authorized in 1973, and has continued to grow at a very rapid pace throughout the 1980's.

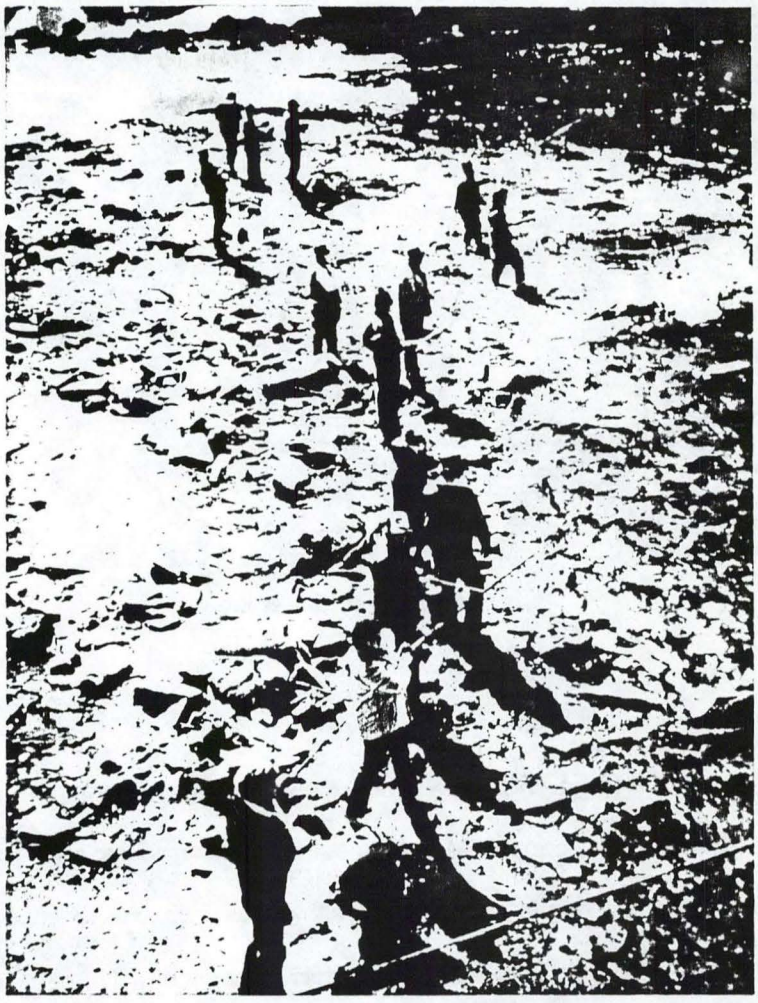
Because the main highway parallels the river, numerous river access sites are available for use by floatboaters. Since 1987, floatboat activity has been growing by 11-12 percent each year. About 9,200 persons per year now float the river, enjoying a high quality use and social experience.

Two Floatboat Management Plans have been prepared - - the most recent in 1983. However, the growing popularity of this sport has generated in new impacts and concerns which must be resolved. They are:

- Existing floatboat facilities and parking areas are grossly inadequate to serve present demand. The concentration of floatboat use at the Elk Creek launch site, located adjacent to highway traffic, creates a very hazardous situation.
- During low water years, floatboaters use some access and take-out sites which cause resource damage or conflicts with other user groups.
- Commercial lunch stop sites along the river often create a negative appearance. The sites are often denuded of vegetation, with outfitting supplies and furniture always present. During the winter, some permittees accentuate the problem by covering their caches with bright blue tarps.
- Floatboaters who leave their boats to wade on gravel bars along the river, often disturb or destroy anadromous fish eggs or "redds" in the gravel. Fisheries specialists also worry that boating may disrupt spawning salmon in several key locations.
- An acceptable boating capacity needs to be determined and initiated on the river.

The Elk Creek facility is heavily used by floatboats.

levels have not permitted snow removal, early trash collection, toilet pumping and cleaning services. We are now approaching 5,500 anglers (or roughly 300-400 fishermen per day), most of which is concentrated within the Salmon River canyon.



Steelhead season (photo by G. Gadwa, Idaho Fish and Game)

In addition to an improving steelhead fishing season, Idaho Department of Fish and Game is predicting a return of the chinook salmon season within the the next decade. This activity alone could generate eight to ten times the number of fishing use presently received.[5] More importantly, salmon fishing normally peaks during the month of July, at the height of the floatboat season and the start of the other summer activities.

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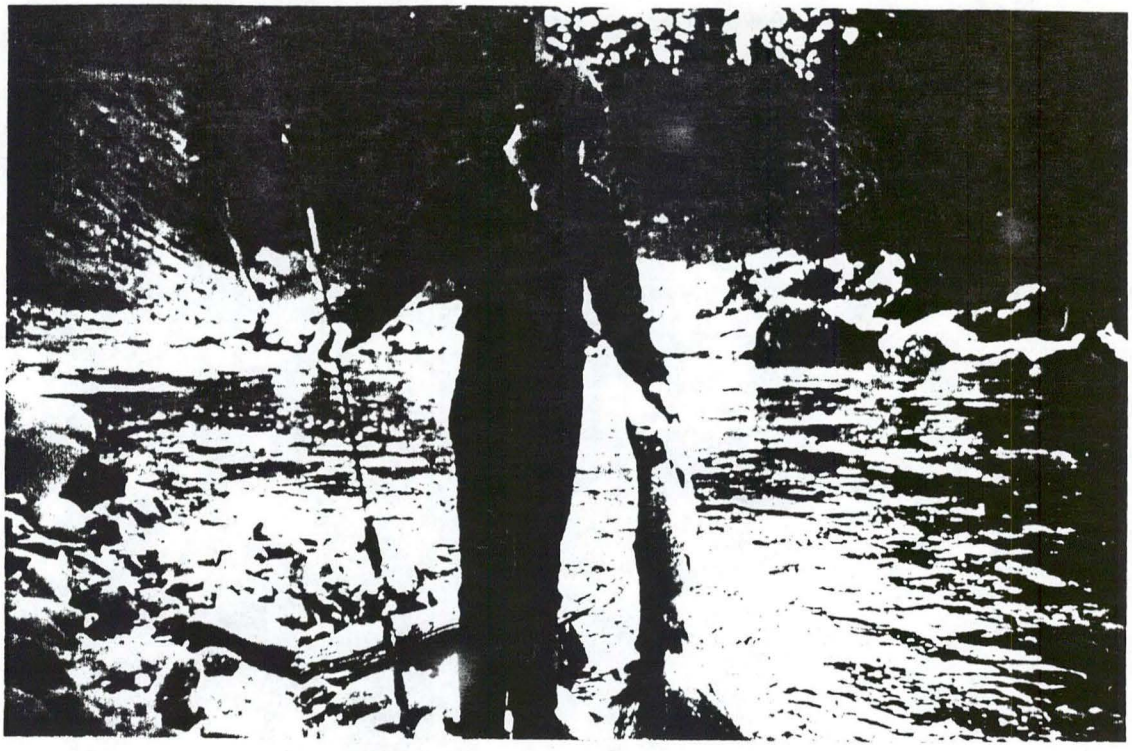
[5] Telephone conversation with Kent Ball, Idaho Department of Fish and Game (3/90).



A successful fishing trip.

8. **Range**

Trailing and grazing cattle interfere with and often detract from the experience of recreationists in the canyon. Many campsites have "cow pies" and fly accumulations from cattle visitation the previous fall. State health codes require us to fence all water supplies to keep out livestock. Forest Service sites which offer water will have to comply. The Stanley Basin Draft Environmental Impact Statement is now being prepared and addresses this problem.

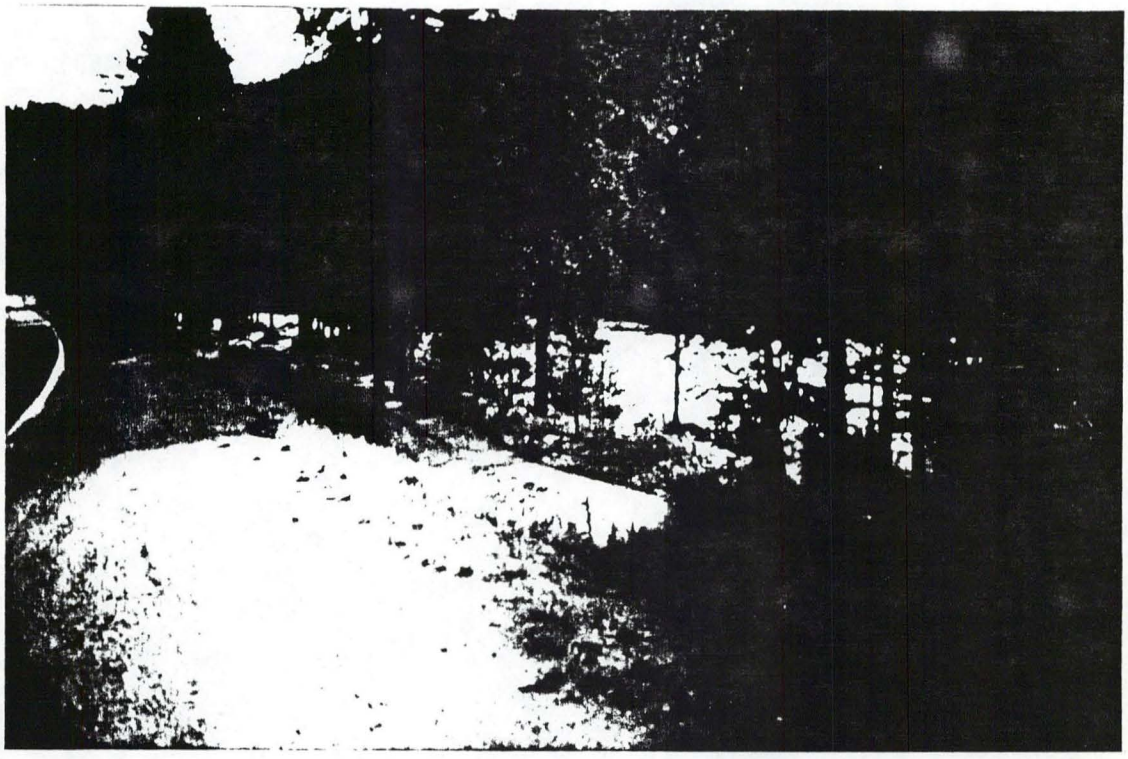
9. **Private Lands and Mining Claims**

Most of private lands in the corridor conform to the Secretary of Agriculture's *Private Land Regulations*. Only one large property (Kimble), remains without a restrictive scenic easement. If this property continues to be randomly developed, the resulting subdivision will detract from the scenic resource.

A few dilapidated buildings remain on old mining claims, creating an "eye- sore" along the highway. Although the permits for these buildings were terminated last season, the buildings are a public hazard and must be removed.

10. Soils and Water Quality

Several undeveloped sites or areas of heavy concentrated use in the canyon are experiencing trampling, damage, erosion, and siltations within riparian areas. A few sites have problems from inadequate sanitation and trash collection facilities. Two undeveloped sites have old pit toilets, located less than 100 feet from the river, in violation of health codes.



Toilet

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11. Protection

Many recreationists want more law enforcement throughout the SNRA. A larger percentage of our Forest visitors now come from an urban environment than ever before. Their "Forest manners," comfort zones, and level of respect for one another vary differently from recreationists in the past. Many of these visitors expect to see more law enforcement throughout the evenings, to assure their security and peace of mind.

The "mountain pine beetle" has started to show up in many of our developed sites killing the mature trees. Soil compaction has also contributed to tree loss in many locations, with little evidence of natural regeneration.

Increased recreation on the south side of the Salmon River will also increase the danger of wildfire. The north-facing slopes are densely timbered with lodgepole pine and Douglas-fir, providing a good source for fuel.

12. **Public Comment**

Over the past 18 months, the Forest Service has shared its desire to improve management in the Salmon River Canyon with a number of Forest users. We have attended public meetings at Stanley and informed other public agencies, permittees, and special interest groups, and distributed over 200 Public Response Forms (see Appendix B) in the canyon. Most of the comments received support the issues, concerns, and opportunities identified in the Forest Plan and by the interdisciplinary review team.

IV. DESIRED FUTURE CONDITION

Changing a current condition or management situation to a desired future condition starts with a vision of how we want things to be. The broad management goals established in the Forest Plan, Public Law 92-400, the Private Land Regulations and ROS Guidelines provide a good starting point for improved resource management in the canyon. Although these goals are defined in very general terms, they do set the stage for future management options, recommendations, and action items. The following are "condensed vision statements" or goals which pertain to the resources addressed within the analysis area.

A. Recreation Opportunity Spectrum

The analysis area will continue to be managed to provide a "roaded natural" recreation experience. A characterization of the setting and experience level a Forest user might expect in a roaded natural environment can best be summarized as:

- Opportunity to affiliate with other users in developed sites, but with some chance for privacy. Self-reliance on outdoor skills of only moderate importance. Little challenge and risk.
- Mostly natural appearing environment as viewed from sensitive roads and trails.
- Interaction between users at camp sites is of moderate importance.
- Some obvious on-site control of users.
- Access and travel is conventional motorized including sedan and trailers, RV's, and some motor homes.
- Vegetative alterations done to maintain desired visual and recreation characteristics.
- Moderate amount and complexity of facilities for comfort and convenience of user. Native materials are used, but with more refinement in the design.
- Moderate degree of site modification for facilities.
- Interpretation through simple wayside exhibits or casual contact through Forest staff.[6]

Recreation capacity will eventually be determined for each activity within the canyon. However a number of physical, vegetative, and social factors must first be evaluated before establishing a prescribed "mix" of recreation activities. Some of these activities will include developed and undeveloped camping, floatboating, hunting, fishing, and all other day-uses.

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[6]USDA Forest Service, Users Guide - Wall Chart, "Recreation Opportunity Spectrum," (1982).

B. Recreation

Provide a variety of outdoor opportunities in accordance with identified recreation demand. Plan, design and locate recreational facilities to provide the user with the desired recreational experience, without impairment of the site, creation of congestion, or incompatibility of uses. Develop recreation and interpretive facilities to encourage "dispersion" rather than concentration of users.

Recreation values on the Forest will receive management emphasis, with the first priority being the maintenance of existing facilities. The natural appearing character of the Forest as seen from the major roads and trails will be retained. Forest user demand continues to increase for the values for which the SNRA was established in addition to the normal forest products. Overall recreation use in the canyon is expected to increase at an average rate of three percent per year. Fishing and floatboating will probably exceed these projections for a few years, but then the use should diminish. Recreationists using the SNRA should not feel they are in conflict with other users or are losing the opportunities important to them. Management emphasis will be placed on providing "barrier-free" access to sites for a variety of recreation opportunities for the physically challenged.

Developed Camping

Additional camping facilities will only be developed based on evidence of increasing public need and the opportunity to reduce concentration on existing sites. Emphasize rehabilitation of recreation facilities for public safety, while avoiding capital investment loss. Evaluate camping units between Highway 75 and the Salmon River for possible conversion to day use. Design new fee campgrounds to at least level three standards to help reduce operation and maintenance costs.

Provide protection of inventoried recreation sites with potential for future development. Ensure that fire protection and suppression are considered for all new recreation site designs. Encourage private investment for campground facilities where feasible.

Undeveloped Camping

Accommodate undeveloped camping, but control use in riparian areas to protect fisheries, watersheds, and other wildlife habitat values. These camping sites will not be permitted to cause significant or permanent soil or water resource damage, nor should they be permitted in the vicinity of cultural resource sites. The operation and maintenance programs for undeveloped areas must be improved to meet visitor expectations. Promote a "Pack In/Pack Out" policy in all areas where disposal facilities are not available. Permit overnight camping within 300 yards of Highway 75, only at developed campgrounds and "designated" undeveloped sites.

Floatboating

Elk Creek is the only developed floatboat access facility in the Salmon River Canyon. Because of overcrowding and highway safety problems, we need to develop a more suitable facility upstream. Additional access facilities may be necessary based on evidence of increasing public need and the need to reduce concentration on existing sites.

Picnicking and Other Use

Provide a range of use recreation opportunities. Evaluate the conversion of existing campgrounds or construction of additional use facilities, such as group fishermen parking areas.

C. Visual Resources

Areas viewed from the "Salmon River Scenic Highway" will be managed to retain its natural or pastoral character. Except for some recreation facilities and private lands, all other landscape alterations will meet a "retention" Visual Quality Objective.

D. History, Cultural Resources and Interpretive Services

The Forest Service needs a complete archeological survey of project areas and contiguous sensitive areas before any site disturbing activities are started. We need to complete an inventory of all structural cultural resources on SNRA lands by 1995 and develop a Historic Site Interpretation Plan.

E. Wildlife and Fish

Protect or enhance wildlife and fisheries habitat diversity areas in the canyon. Wintering wildlife species will be given priority for management considerations over other Forest activities on key natural winter ranges and artificial feeding sites.

(Photo courtesy of G. Gadwa, Idaho Fish and Game)

The fisheries program will be directed toward providing resource management which best meet high value salmon and steelhead fisheries needs. Discourage recreation use adjacent to salmon spawning habitats' however, the anadromous fisheries program should be interpreted. Strictly control recreation use on key fish habitats.

We expect the demand for protection of riparian and other streamside areas to increase, especially where anadromous fish are found. Due to the improved numbers of returning steelhead and projected returns of chinook salmon, the demand for fishing along the Salmon River may increase dramatically. This could create a need for additional parking, camping, sanitation and trash collection facilities.

F. Range

Modify or phase out livestock grazing where substantial impairment or detraction of SNRA values occur. Limit grazing where recreation use is high or concentrated (undeveloped sites). Livestock will not be permitted in developed camp or picnic grounds, or adjacent to potable water sources. Allotment management plans within the Salmon River Canyon will show all developed recreation sites as "closed to grazing."

G. Private Lands and Mining Claims

Privately owned lands and subdivisions within the SNRA must be regulated according to the Secretary of Agriculture's *Private Land Regulations*. Public Law 92-400 directs the use of "scenic easements" or condemnation as a means of controlling the use of privately owned land, in order to protect the aesthetic values within the area.

H. Soils and Water

Protect, manage, and improve riparian area vegetation in accordance with legal mandates, while implementing land and resource management activities. Special attention will be given to land and vegetation within 100 feet of all water bodies. Recreation use, facility maintenance, and construction will not be permitted to degrade riparian areas. New recreation sites will not be constructed in riparian areas unless a clear public need can be demonstrated, and no other reasonable alternative exists. Undeveloped camping will be restricted where riparian areas have been degraded. Water quality will be maintained or improved in accordance with Federal Standards, including coordination with agencies on proposed projects.

I. Protection

Increased recreation use and conflicts have expanded the need for law enforcement. Law enforcement programs will emphasize a positive approach, attempting to prevent violations through signing, information, interpretation, education programs, and personal contacts. Emphasis will also be focused on crime prevention and protection of Forest users, employees, and Forest resources. Law enforcement programs will optimize cooperative efforts with other Federal and local agencies.

Provide for insect and disease considerations to be an integral part of recreation management activities. Reduce or prevent forest pest infestations through silvicultural practices, integrated into recreation site vegetation plans.

Reduce fuel loading in critical or high risk conifer stands. New developed sites near high risk areas will include shaded fuel breaks. Maintain visual quality by preventing resource damage from wildfires.

J. Partnerships

The SNRA will continue to use and promote expansion of the volunteer program and supplement recreation development funds. Attention will be given to providing a wide variety of developed and undeveloped recreation opportunities.

V. AREA ANALYSIS RECOMMENDATIONS

The last step in an Area Analysis Process is to format recommendations or series of action items, necessary to achieve the desired future condition. The assessment of each of the resources has generated a number of appropriate actions necessary for improved management in the area. This section will recommend a course of action which can be collectively or individually decided through the NEPA process.

A. Recreation Opportunity Spectrum

Continuing to manage the Salmon River corridor for a "Roaded Natural" recreation experience will be contingent upon two main factors - - acceptable social interaction and available land base. User demand, especially for floatboating and anadromous fishing, are already exceeding traditional three percent growth patterns. Unless management changes are implemented, overcrowding and deviation from a "roaded natural" condition will start to occur in the canyon. Additional land segments capable of recreation development are very limited within the canyon. Most of the accessible recreation sites have already been utilized or inventoried by the NFRRS for future expansion.

The Forest Service's ability to maintain a "roaded natural" experience in the canyon is contingent on spreading out the recreation use. Looking at the broad view, recreation sites adjacent or between the highway and the Salmon River should focus on low visual impact facilities and higher turnover, with shorter periods of stay. We must encourage a better distribution of recreation use, including opportunities on both sides of the river. This requires better utilization of existing bridges to access potential recreation sites and large capital expenditures in the future for additional roads, bridges and campground construction.

We will continue to enhance the roaded natural experience within the Salmon River Canyon. Our goal is to establish actual "carrying capacities or practical maximum" determinations within the canyon. However, additional social experience data and resource monitoring is necessary before attempting to limit people, sites, or the number of floatboats in the canyon.

B. Recreation

Management of the Salmon River Canyon should strive to provide a variety of recreation opportunities, within the capability limits to be established by ROS. Emphasis to increase recreation funding within this area should first start with rehabilitation of existing recreation sites, then focus on potential recreation sites. Although developed site use is rather low in some areas, these numbers may also reflect the need to improve the condition of our facilities. Most camping activities should continue to grow at about three percent per year. Improved monitoring and user information is needed for all recreation activities in the canyon and would ensure better resource management.

1. Developed Camping

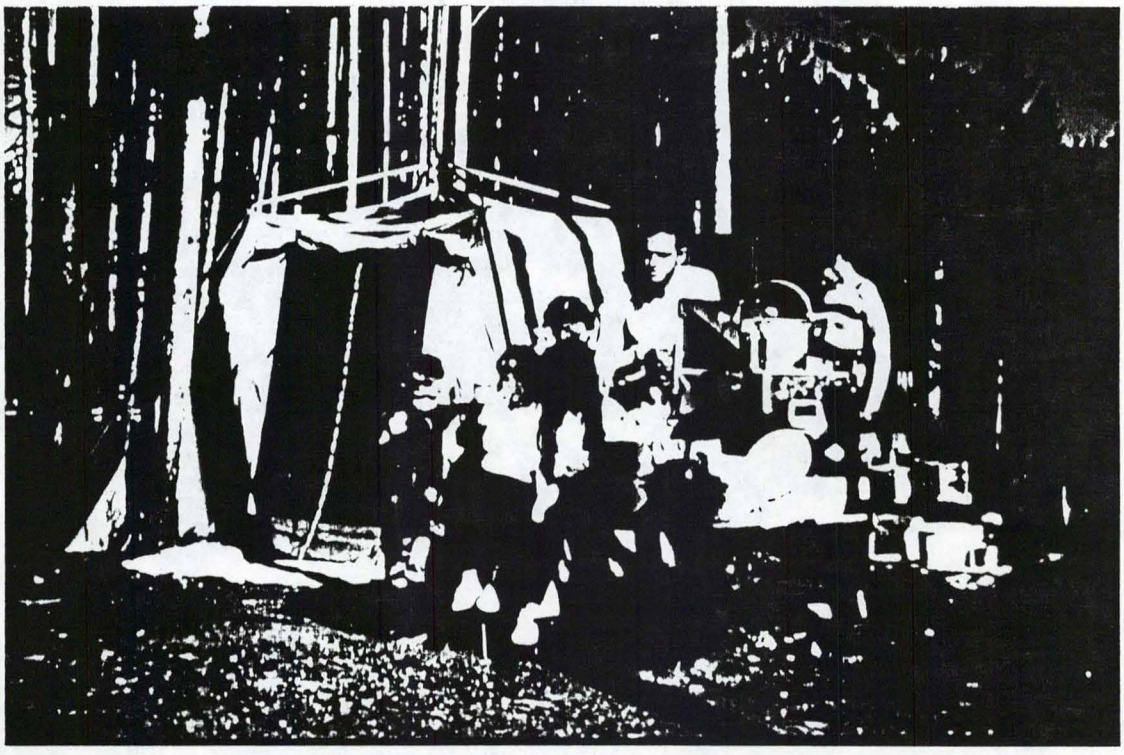
Emphasis on developed camping facilities needs to start with rehabilitation of existing suitable sites, disinvestment of marginal sites; i.e., Basin Creek Campground, and enhancement or revegetation of Holman Creek Campground. Interpretive services and marketing on the SNRA should encourage better utilization of developed camping in the canyon, but away from existing congested areas. Recreation use will normally increase as campsites are rehabilitated and modifications initiated to accommodate larger rigs and multiple family camping sites. All new and reconstruction projects within a roaded natural area are normally designed to a level three development scale and include "barrier-free" access to provide recreation opportunities for the physically challenged. Maintenance for all camping facilities should strive for a "low upkeep" design; i.e., using native rocks rather than traditional log barriers.

The potential demand for fishing, floatboating, and other day-use activities along the highway corridor will eventually result in the need to establish "limits" of use, additional sites and/or possible disinvestment from marginal campground sites. Many of these campground units could be replaced in number, by relocating these facilities to larger and more secluded sites on the south side of the river. The Forest Service should act now to prepare identified development areas on the south side of the river. Only one potential campground site (NFRRS #55 - Snow Slide Campground) is currently available for

immediate use, but requires right-of-way access through private land. Several sagebrush sites will only be usable after extensive tree plantings are established for shade. All potential development areas are accessed by existing bridges across the Salmon River; however, the Robinson Bar Bridge is in marginal condition and must soon be replaced if these recreation opportunities are desirable.

2. **Undeveloped Camping**

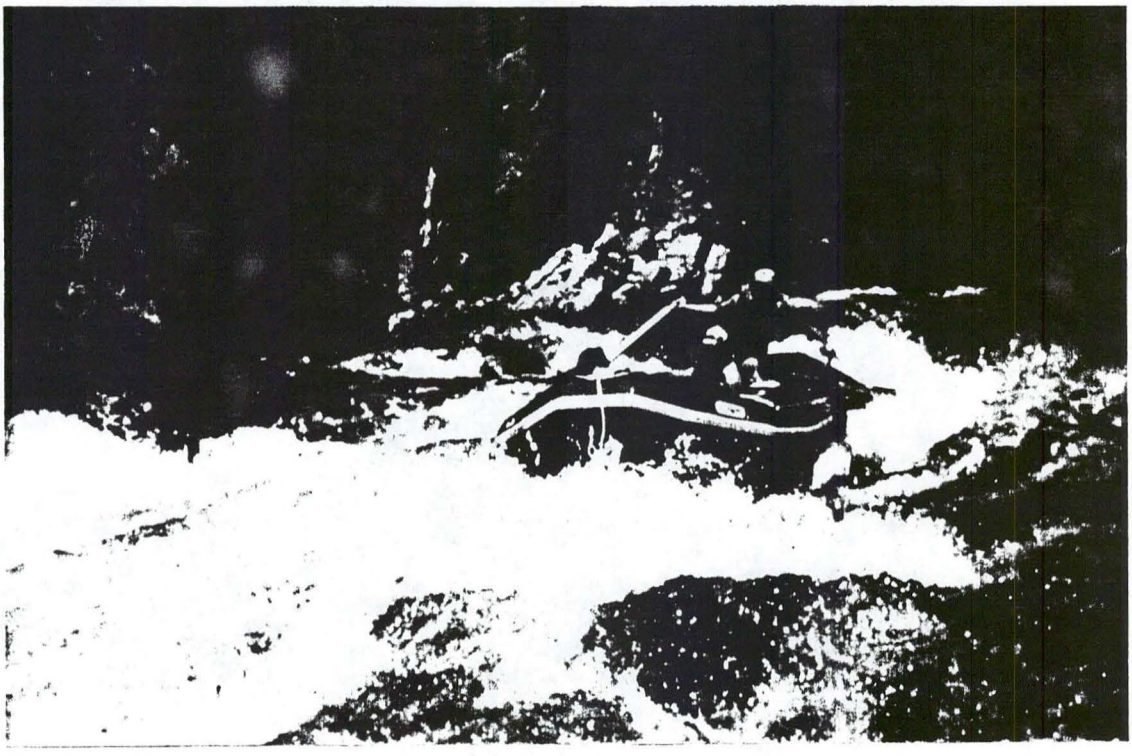
We need to continue providing for undeveloped users; however, these sites must also be designed and managed to provide a positive recreation experience and resource protection. As user demand increases, every flat site with a few scattered trees will become target for this type of activity. The units should be barriered with native rock to minimize compaction and protect surrounding vegetation. A "Pack In/Pack Out" trash policy will be encouraged at most undeveloped sites; however, areas of larger concentrated use may require trash collection and sanitary facilities.



A management policy needs to be prepared which addresses the need for trash collection receptacles, sanitary facilities, etc., for users of undeveloped camping sites. One suggestion made would incorporate the use of an "Undeveloped SNRA Permit" with all funds remaining on the SNRA for reinvestment.

3. **Floatboating**

Future floatboat management on the Upper Salmon River will continue to provide for a quality day use experience. Unlike a wilderness float trip, this section of the Salmon River is a "recreation river" classification, and floatboaters expect to see many other recreation users. Although present outfitting permits and public use could generate a theoretical capacity of 20,000 floatboaters per year, we expect the use to level off at 10,000 users in the 1990's. We need better data on the amount of private floatboating taking place on the river. The Floatboat Management Plan needs to be revised to address, acceptable social capacities, administration methods, and possible adjustment of current outfitting permits. Some options might also include the introduction of a voluntary floatboat permit system now, to help set the stage for a mandatory permit system later on.



(Photo courtesy of G. Gadwa, Idaho Fish and Game)

The existing floatboat use needs to be accommodated in a manner which discourages any additional use at the Elk Creek launch site. Development of more suitable launch sites, such as Mormon Bend, must be initiated to meet current demand. The Forest Service should encourage state of the art launch facilities, public safety, and user awareness of salmon conflicts, littering and protection of natural shorelines. A seasonal river ranger could be used to contact many large groups and promote river etiquette.

4. **Picnicking and Other Day Use**

These activities, which include fishing, may soon constitute the highest recreation user demand within the canyon. Roadside facilities need to be developed to accommodate floatboat parking, fishermen parking, hiking, lunch stops, and overlooks. User data is needed to calculate projected needs and carrying capacities for each of these activities. However, the site-specific recommendations at the end of this section do identify potential capacities or usable acres for each of the identified sites.

C. Visual Resources

The Salmon River highway corridor has been nominated as a National Scenic Byway. It is imperative all new developments strive to achieve the existing Visual Quality Objective, and that existing sites be "enhanced" to ensure this visual resource goal is maintained.

D. History, Cultural Resources, and Interpretive Services

A historic site interpretation plan and cultural resource survey should be completed for the entire canyon. All new recreation developments are required to have cultural resource clearance, before implementation.

E. Wildlife and Fish

Public sentiment supports the winter feeding of elk in this area. These sites need to be permanently established and designed to minimize resource damage and maintain animal, viewer, and vehicle safety. Monitor the salmon/floatboat situation and prepare findings and recommendations for incorporation in the next Floatboat Management Plan Revision. An action plan should be prepared by the Forest Fisheries Biologist, which identifies gravel bars which should be closed to the public during salmon spawning season. This management

action should include a public news release, interpretation, informational notices at each floatboat site bulletin board, and coordination with commercial outfitters.

It should be recognized that an improved steelhead fishing season or re-introduction of a salmon season would result in user demand for developed and undeveloped recreation facilities, which the SNRA is not currently capable of supplying in the Salmon River Canyon.

F. Range

Cattle/recreation user conflicts need to be resolved within the canyon. This problem continues to cause many water systems to remain in violation of State health codes. The Draft Environmental Impact Statement for *The Stanley Basin C & H Allotment Management Plan* has been sent out for public comment. The Forest Service Preferred Alternative (D) would close the entire Salmon River Canyon area, below Nip and Tuck drainage, to any further cattle grazing. If this alternative cannot be implemented in a timely manner, then the Forest Service must take appropriate action to correct the existing health and safety problems.

G. Private Lands and Mining Claims

The Kimble property is the last potential subdivision site within the canyon. A scenic easement should be negotiated for this tract before additional, undesirable homesites are located on this parcel. The commercial trailer court, near Torry's Hole, and the two mining structures are in violation of SNRA Private Land Regulations and should be removed.

H. Soils and Water

Continue to monitor riparian areas which are located near or within recreation sites to ensure resource protection. All existing toilets not in conformance with State health standards must be removed. If these facilities are needed during the peak fishing seasons, substitute self-contained portable units.

I. Protection

Increased law enforcement funding will be necessary to keep pace with recreation demand in the canyon. The Forest Service needs to develop stronger cooperative law enforcement programs with the Custer County Sheriff and possibly Idaho Department of Fish and Game Officers. A law enforcement management plan is needed for the entire Salmon River corridor.

Old fire mosaics on the south slopes of this canyon strongly suggest that "fire prevention" be an integral part of any future development south of the river. Although spraying and pheromone treatments do provide a short-term treatment against the pine bark beetle, a less susceptible tree community needs to be cultivated. Revegetation plans need to be written and initiated for each developed site to encourage a mixed age and variety of tree cover.

J. Public Comment

Gathering of public comments or concerns regarding management planning for this canyon will be a continuing process. Public response forms will again be distributed this summer, the Area Analysis will be circulated for public review, and public input will be requested through the NEPA process as individual site actions are initiated.

K. Partnerships

Responsibility for user safety and enjoyment within the Salmon River Canyon does not rest solely with Forest Service. A number of other Federal, State, local agencies, and special interest groups also have a vested interest in this area and need to be utilized. Recreation demand for this area has outgrown the early 1950's design standards for the highway, campground facilities, roadside parking areas, sanitary facilities, and boat launch sites exposing many recreation users to serious health and safety situations. It is imperative that these agencies and groups work together and pool resources to solve these problems as quickly as possible.

Joint meetings between all potential partners concerned with the management of this area should be scheduled on a yearly basis. The Forest Service needs to establish the lead in preparing Memorandums of Understanding and gaining a long-term commitment from each participating agency or group. This should include, but not limited to, the City of Stanley, the town of Clayton, Custer County, Bureau of Land Management, Idaho Department of Fish and Game, and the Idaho Department of Transportation.

Currently, Idaho Department of Fish and Game does provide portable toilets during steelhead season and the Department of Transportation provides some parking and snow removal.

However, new partnerships should also explore: (1) improved highway alignment, additional parking areas, snow removal, needed signing, and resolution of the bicycling problem on the highway with the State Department of Transportation; (2) cooperation with State Fish and Game for expanded sanitation facilities, trash dumpsters, signing; the establishment of permanent elk feeding sites and jointly financed river patrols; (3) trash collection points established by the county, City of Stanley or the town of Clayton, near the entrance and exit to the canyon; and (4) floatboat facilities improved or constructed with the help of County and State Waterways Funds or some of the river outfitters.

L. Individual Site Recommendations

Incorporating the overall guidelines provided by each resource, 58 commonly used recreation sites have been identified, evaluated, and recommendations prescribed. Starting at Lower Stanley, and continuing downriver, these recreation sites are displayed in the following condensed tables, and referenced by number to the Salmon River Map (Appendix C).

Sites contain specific information relating to: (1) common name and/or map reference; (2) NFRRS information reference numbers; (3) potential units, acres, or site capacities; (4) user conflicts or resource problems; (5) possible solutions or action items needed, and (6) partnerships opportunities and suggested partners.

LEGEND:

_____ - **Underlining denotes priority management recommendations.**

* - **Asterisk and highlighting denotes partnership opportunities.**

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
1.	**Four Acres (NFRRS #105)**	12-15 Parking Units	•This site currently receives heavy fishing, day use, undeveloped camping and floatboating. •Log barriers have been effective in controlling indiscriminate use of the area. •The fine textured soils have a very low bearing strength when wet, resulting in potholed road conditions. All new roads and parking areas will need to be surfaced. •The character of this site lends itself to a few walk-in picnic/camp units, sanitary facilities, fishermen, and floatboat parking. •This site has been identified for a low-key floatboat access point. Because of riparian area, only a minimum trail to river should be constructed. ***Partnership opportunity with Idaho Fish and Game and Lower Stanley.**
2.	**Joe's Gulch Elk Feeding Site**	4-6 Car Parking	•During the 1989-90 winter season, 40 head of elk were maintained at site by Fish and Game. •If this becomes a permanent feeding site, parallel vehicle turn-outs will be needed to alleviate safety problems. ***Partnership opportunity with Idaho Fish and Game, Department of Transportation, and Lower Stanley.**
3.	**Turkey Track (NRFFS #95)**	8-10 Parking Units	•This narrow riparian area (70'), between the highway and river, is used for day use, undeveloped camping and fishermen parking. •Soils are generally damp, resulting in rutted road conditions; new roads/parking will need surfacing. •Existing F.S. vault toilet is in violation of State health codes and should be removed. •Site should be designed for central fishermen parking and a few walk day-use or designated camp sites. •Close out, re-grade, and seed unnecessary roads. •Site design should explore parallel roadside parking for early snow removal and possible toilet location. •This site needs at least a "portable toilet" during steelhead season. ***Partnership opportunity with Idaho Fish and Game and Department of Transportation.**

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
4.	**Roadside Pull-out (NFRRS #71)**	10-12 Parking Units (2 acres)	•This small site gets heavily abused while accommodating day use, fishermen parking, and undeveloped camping. •Site design should focus on designated day use and fishermen parking area; close and reseed everything else. •Design should also explore parallel parking at highway, for early snow removal and portable toilet. ***Partnership opportunity with Idaho Fish and Game and Department of Transportation.**
5.	**Salmon River CG (NFRRS #63)**	32-Dev. Camping Units	•This campground is approximately 20-25 years old, many of the facilities are in need of reclamation. •This site has a 46% occupancy rate during the season of use (1989) •Existing riparian areas are mostly vegetated and stable. •Rehabilitation should include lengthening spurs to a minimum of 55', new grills, tent pads, refinish tables, install new barrier-free toilets, and complete a revegetation plan for the site.
6.	**Little Casino Cr. (NFRRS #72)**	45-Dev. Camping Units (26 acres)	•Originally, this site was thought to be ready for developed camping by the 1980s. •Only 20% of this sagebrush flat is covered by lodgepole pine. •A revegetation project for this site could expedite the natural tree cover evolution and be ready for camping within 30 years.
7.	**Little Casino Cr. Expansion Area (NFRRS #73)**	56-Dev. Camping Units (29 acres)	•This site lies adjacent and downstream from NFRRS #72, also thought to be ready by 1980. •This sagebrush site is now 40% covered by lodgepole pine. • In 1972, a preliminary site plan was completed by the Challis N.F. and is on file at the SNRA Headquarters building. Plans include two-loop campground, trailer dump station and planting plan. •Master planning for this area should utilize the existing bridge across the Salmon River and incorporate a road design which connects both expansion sites, protect soils and riparian areas. •A revegetation project, which includes both expansion sites, could have this area ready in 30 years for developed camping.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
8.	**Little Casino Cr. Trailhead**	6-8 Car Parking	•Currently there is no trailhead identified to serve the Little Casino trail system. •Design for this facility should consider utilizing the southern portion of the Big Casino undeveloped camping area, Map #9.
9.	**Big Casino Cr. (NFRRS #62)**	12-15 Undev. Camping Units (8 acres)	•This site is heavily used for undeveloped camping, by both individual and group campers. •Soils at this site are compacted from unrestrained vehicle use. •Streambanks appear stable; riparian areas are in good condition with an abundance of alder and sedges. •Control of vehicle access and parking for this area is recommended to protect trees and re-establish undergrowth. •"Pack In/Pack Out" trash policy should be encouraged at this site. •Sanitary facilities are needed if we continue to concentrate undeveloped camping here. •This site should be considered for a donation box.
10.	**Big Casino Cr. Trailhead**	6-8 Car Parking	•Existing site is much too small for the amount of use anticipated. •Design for this facility should consider using the northern portion of the Big Casino undeveloped camping area, Map #9.
11.	**Casino Cr. Bridge South Roadside Area**	2-3 Car Parking	•This small roadside site is located between the highway and river just upstream from the bridge. •The riparian area has been damaged through overuse by random, undeveloped camping. •This site should be closed off and barriered to all but foot traffic.
12.	**Lynch Creek Holding Corral (NFRRS #61)**	11 acres	•Site is used as holding area for cattle being trailed upriver in the spring and downriver in the fall. •Site is also being used for temporary elk feeding area and will soon be proposed for a permanent feeding facility. •Parallel highway parking pull-outs need to be developed for elk viewing and early spring fishermen parking areas. ***Partnership opportunity with Idaho Fish and Game and Department of Transportation.**

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
13.	**Casino Cr. Bridge Roadside Area**	10-12 Car Parking (4-5 acres)	•This large, open flat is located between the highway and the river just downstream of the bridge. •This site is heavily used for day use, floatboating, undeveloped camping, and fishermen parking. •The existing F.S. vault toilet at the north end of the site appears to be in violation of State health codes and should be relocated. •Master planning for this site should explore limiting all vehicular traffic to the immediate highway corridor and proposed parallel parking pull-outs. The pull-outs could be multi-functional for day use, floatboating, elk viewing, and fishermen parking with spring snow removal. •Should a suitable location not be found for a new toilet, a "portable toilet" system should be utilized, at least during steelhead season. ***Partnership opportunity with Idaho Fish and Game and Department of Transportation.**
14.	**Private Lands**	Approx. 8-10 acres for Undeveloped or Developed Camping	•Northeast of the Casino Creek bridge lies a small wooded section of land along the Salmon River, which is part of an 85-acre homestead entry tract. This property not only has potential to provide undeveloped camping opportunities, but the site controls singular access to one of the best, potential developed campground sites (Map #17, within the canyon). •This site has been identified for a potential elk winter feeding site. •It is recommended that the Forest Plan Acquisition List be modified to reflect a HIGH PRIORITY for lands, which provide "for access to" or "for recreation," as identified in Public Law 92-400.
15.	**Riverside Campground**	18- Dev. Camping Units	•This campground is also an older facility (20-25 years old), and is in need of rehabilitation. •This site receives a 35% occupancy rate during the summer season. •The existing riparian area, within the campground, was in good condition. •Reclamation should include lengthening spurs to a minimum of 55', improve turning radii, replace grills, establish tent pads, install barrier-free toilets, and complete a revegetation plan for the site.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
16.	**Riverside Campground Pull-out**	2-3 Car Parking	•This site is a very popular fishing spot, located between the highway and the river, just downstream from Riverside Campground. •Day use or fishermen parking should be encouraged by limiting vehicles to parallel parking along the highway. ***Partnership opportunity with Department of Transportation.**
17.	**Snow Slide Campground (NFRRS #55)**	25- Dev. Camping Units (13 acres)	•This site represents the best, potential campground expansion area within the canyon for the next 20-30 years. The site has mature tree cover, river frontage, and flat topography. •The only access to this site would require a new bridge across the Salmon River or preferably use the Casino Creek Bridge, 3/4 of a mile upstream. Utilizing the existing bridge route would necessitate an access easement of fee purchase through the Shupe Tract.
18.	**Mormon Bend Campground (NFRRS #59)**	17- Dev. Camping Units (11 acres)	•In 1960, this popular river front site recorded 41 undeveloped campsites being occupied on 4th of July weekend. In the following year, the site was designed and limited to the current 17 developed camping units. •This site continues to share the highest (62%) occupancy of use of all developed camping sites in the canyon. •The existing development is well placed out of the floodplain, and the riparian area is in good condition. •Rehabilitation of this facility should include lengthening spurs to a minimum of 55', new grills, tent pads, refinish tables, install new barrier-free toilets and complete a revegetation plan for the site. •Several instances of user conflict have occurred at the east end of this facility between campers and floatboaters. Although this may confirm our need for a floatboat access, inundation of this campground by permittees's buses, cars, and floatboat traffic needs to be discouraged.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
19.	**Proposed Mormon Bend Floatboat Access Site**	20-25 Vehicle Parking Area (2-3 acres)	•This site was first evaluated by an interdisciplinary team in the late 1970's and selected as the best river access expansion site. Problems with protruding, jagged rocks at Sunbeam Dam postponed the development of this facility and funds were later diverted to the construction of Torrey's Hole take out site downriver. •Extreme crowding, safety problems, and resource damage at other downstream access sites warrants the development of this site as soon as construction funds become available. •This site is within an identified "wetlands." Design considerations should focus on maximizing the dryer portions of this site, plan for occasional flooding of the entire site during early spring runoff, and provide adequate separation and screening of uses between camp area; i.e., landscaping, logworm fences, etc.. This facility should be designed for barrier-free access. •This site should be considered for a donation box. •Mitigation of wetlands destroyed by this new facility may be recovered through the closure of other riparian areas (undeveloped camping area) along the river corridor. •This site will serve not only as an access point for expert floaters who want to concentrate on Shotgun Rapids (Class 4), but more importantly as a take-out point for the increasing novice or "do-it-yourself" floaters from upriver.
20.	**Mormom Bend to Basin Creek**		•The Idaho Department of Transportation has already constructed a number of vehicle pull-outs along this 1-1/2 mile stretch of river. Parking appears to be adequate to meet users demands. ***Continue partnerships with Idaho Fish and Game to supply portable toilets and Department of Transportation for early snow removal.**
21.	**Basin Creek Campground**	13- Dev. Camping Units	•This facility is currently one of the least used developed campgrounds within the canyon corridor. Although several factors contribute to the low usage of this site (33%), the most prevalent is the absence of a wooded, natural environment.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
21.	**Basin Creek Campground, cont'd.**	13- Dev. Camping Units	•The campground was unfortunately constructed in a riparian/floodplain site. The area remains snow covered or wet much of the use season, and only a few of the units have any tree cover. Many of the existing trees are threatened by bark beetle; most of the attempted transplants have succumbed to browsing elk. •This site has been a traditional wintering area for elk herds with upwards of 50 animals. Supplemental feeding of these elk is proposed to continue, and vehicle pull-outs for viewing should be established. •It is recommended that the Forest Service "disinvest" from this campground facility. Existing facilities, camp units and roads should be removed, and the site reclaimed. The site and hot springs are still in demand for day-use activities, fishermen parking, and some miscellaneous floatboat use across the highway, and should be designed accordingly.
22.	**Roadside Fishermen Pull-outs**	1-2 Car Parking at Each Site	•These sites are located about 200-300 yards, downstream of Basin Creek Campground. The first site is adjacent to the river and might be expanded with proper design and barriers. •The second site is north of the highway against a cut bank. •This is very marginal and either needs improved or closed. ***Partnership opportunity with Idaho Department of Transportation.**
23.	**Picnic Point Hot Springs**	2-3 Undev. Camping Units (2 acres)	•This site is a very popular day-use, undeveloped camping, and fishermen parking area. The access road from the highway is rather steep and eroding, with most of the sediment going directly into the Salmon River. The small flat on the river has a number of random roads and camp spots which have eroded. •A single road access to and within this site needs to be defined, barriered, and waterbarred. Reseed old roadbeds. •This site should be designed for 2-3 undeveloped camp sites, parking for day use/hot springs area, and sanitary facilities. •A separate fishermen parking area (4-5 vehicles) should be designated at the top of the hill for pre-season use. ***Partnership opportunity with Idaho Department of Transportation.**

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
24.	**Roadside Fishermen Pull-outs**	1-2 Car Parking at Each Site	•These two fishermen parking areas are located just downstream from the Picnic Point site. Although adjacent to the river, these pull-outs are very restricted by concrete guardrails. Often, vehicles are left sticking out in the highway driving lane. •These sites either need to be improved to adequately handle vehicle parking or close out the site, as safety hazards exist. ***Partnership opportunity with Idaho Department of Transportation.**
25.	**Rough Cr. Bridge Undeveloped Site**	1-2 Undev. Camping Units (1/2 acre)	•This site is located just to the southeast of the Rough Creek Bridge along the river. The site is currently barriered off and used primarily for day use and undeveloped camping. •Continue existing use.
26.	**Upper Hardin Cr. Pull-out (NFRRS #96)**	6-7 Car Parking	•This site is primarily used for fishermen parking. The area is heavily used and appears rather "beat-out" and in need of rehabilitation. •This site needs a designed parking area and location for a permanent or at least a portable toilet during steelhead/salmon season. ***Partnership opportunity with Idaho Fish and Game and Department of Transportation.**
27.	**Mile Post 200 Fishermen Parking**	2-3 Car Parking	This is a very popular and heavily used fisherman parking area. •The site is located along a guardrail, on a curve in the road. Vehicles cannot pull completely off the highway and the situation creates a serious safety problem. •Potential exists to develop suitable parallel parking on the north side of the highway. ***Partnership opportunity with Idaho Department of Transportation.**
28.	**Lower Hardin Cr. Camp Site (NFRRS #56)**	1-2 Undev. Camping Units (1 acre)	•This small undeveloped site is located on a slight bench area overlooking the river. This rocky site is resistant to resource damage and does have an old vault toilet. •The "Grand Old Man" Douglas-fir tree on this site needs improved interpretive signing. •Presently the Lower Hardin road has been closed by the Challis N.F. However, ATV's have been driving around the closure and causing erosion that deposits sediment directly into Lower Hardin Creek. The Challis N.F. will address this situation in their new Forest Travel Plan.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
29.	**Lower Hardin Cr. Roadside Pull-out**	3-4 Car Parking	•This parking area is only moderately used for day-use and fisherman parking, but should be retained. •Improvement of this site should include a designed and barriered parking area, to include reseeding of all nine vehicle areas. ***Partnership opportunity with Idaho Department of Transportation.**
30.	**Cottonwood Hole (near American Cr.)**	3-5 Car Parking	•The short section of pools and eddies which exist along the highway at this site attracts season-long fishing activity. •The parking area should be designed and designated to protect the remainder of the site. •Early spring snow removal needs to be provided for this site. ***Partnership opportunity with Idaho Department of Transportation.**
31.	**Elephant Rock or Split Rock**	2-Car Parking	•This section of the river also attracts season-long fishing activities; however, few suitable parking locations are currently available. This situation has created highway safety problems, with vehicles particularly blocking the driving lanes. •Several potential locations exist along this road section, to construct 1-2 vehicle pull-outs. ***Partnership opportunity with Idaho Department of Transportation.**
32.	**Sunbeam Hot Springs - Elk Feeding Site and Fisherman Parking**	3-4 Car Parking	•This site is located in a small draw, approximately 1/4 mile upstream from the hot springs, and just north of the highway. Although a resident elk herd stays around the hot springs every winter, about 40 animals will be fed as necessary. •A 3-4 car parking area exists on the south side of the highway, but is only lightly used for fishermen parking. ***Work with the Transportation Department to design and construct necessary elk viewing pull-outs.**

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
33.	**Sunbeam Bathhouse Historical Site**	9-Vehicle Parking	•This unique historical site was constructed by the Civilian Conservation Corps in 1936. •Plans for restoration of the building, a new toilet facility, improved trails and parking area, are currently being designed. •This site should be considered for a donation box. Various recreation uses have created a number of individual paths from the road to the river. These paths are on steep, unstable banks and erosion is active. The site is in need of extensive rehabilitation and use control. •Floatboat permittees need to be restricted from continuing to use this site as a "low water" take-out facility.
34.	**Roadside Pull-out below Sunbeam Bathhouse**	3-5 Car Parking	•This pull-out is located approximately 1/4 mile downstream from the Sunbeam Bathhouse. •This site is used for viewing and occasional fishermen parking. •This pull-out should be improved and better defined. ***Partnership opportunity with Idaho Department of Transportation.**
35.	**Windy Point Pull-out below Sunbeam Bathhouse**	2-3 Car Parking	•This pull-out site is located on a very sharp curve in the highway, approximately 1/2 mile below the Sunbeam Bathhouse. •This parking situation should be evaluated with the Idaho Department of Transportation to ensure that safety requirements are adequate. The parking site should either be defined and improved or closed off by continuation of the guardrail. ***Partnership opportunity with Idaho Department of Transportation.**
36.	**Sunbeam Resort**	31-Bedroom Units 8-Trailer Hookups (3.9 acres)	•The Sunbeam Resort is under special use permit with the Forest Service. Their services consist of a store, restaurant, trailer hookups, rental cabins, gasoline, and headquarters for two river outfitters. •These public services are very desirable by recreation users in the area; however, often the site appears cluttered with signs, vehicles, camping trailers, and floatboat equipment. •The present owners have developed a very sensitive master plan and landscape plan, which promotes more permanent cabins and less visible trailer hookup sites. •We need to continue to work with the owners toward the implementation of the site development plan.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
37.	**Sunbeam Dam Overlook**	17-Vehicle Parking	•The Sunbeam Dam is one of the most significant historical structure within the Salmon River Canyon. The dam was originally constructed in 1913, to harness energy for various mining companies up the Yankee Fork drainage. The barrier that it created across the Salmon River threatened to soon eliminate all anadromous fisheries runs. In 1934, the south side of the dam was dynamited, creating a new channel for fish passage. Although numerous jagged rocks remained in the channel, another section of the dam collapsed in 1975, opening the river for floatboating use. •Presently, this site is comprised of a large pull-out area, a few interpretive signs, trash dumpster, toilet, and dirt trails down a very steep bank to the river. •The heaviest usage of this facility is during the anadromous fishing season. The hole, which was created by the removal of the dam, is one of the most sought after fishing locations on the river. Often 40-50 fishermen will line the banks below the dam site in hopes of catching a salmon or steelhead. •A new site development plan is being prepared for this area. The area will be designed as an interpretive site, with picnic tables, information boards, a new barrier-free toilet, retaining wall, dumpster, paved 17-vehicle parking area. Fishermen and visitor access will also be provided with a set of wooded stairs, down the bank to the river. •This site should be considered for a donation box. ***Partnership opportunities with the State of Idaho Department of Parks and Recreation.**
38.	**Yankee Fork**	10-12 Car Parking	•This site is a very popular floatboat access and steelhead parking area. •Last season, a permittee built a wooden launching ramp at this site to help alleviate some the overcrowding at the Elk Creek floatboat site. •An old, dirt roadbed provides access from the highway down to the ramp. The grade of this access is steep, and it intersects the highway at a very acute angle, creating a hazardous situation for vehicles. •There is a narrow parking strip along the highway for 5-6 vehicles; however, this results in safety problems, with cars parked halfway out on the roadway.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
38.	**Yankee Fork, cont'd.**	10-12 Car Parking	•Work with Idaho Transportation Department to improve the parking situation at this site. Parking lanes should be widened and extended to handle 10-12 car parking. Warning signs should be posted on highway. •The site should be designed and barriered to limit all access to foot traffic only. The banks along the ramp to the river are steep and dangerous and also need a better design for safe public access. •A new ramp design should be explored which would go from the edge of the roadside parking area, all the way down to the water (120'). •Sanitary facilities (portable) should be provided at least through steelhead season. ***Partnership opportunity with Idaho Fish and Game, Department of Transportation, and permittee.**
39.	**Elk Cr. Floatboat Site**	12-15 Car Parking	•The Elk Creek launch site is currently the most heavily used river access facility within the canyon. This ramp is used by the majority of our permittees, as well as many private floatboats. •Although the ramp is in an excellent location on the river, parking facilities are extremely limited. Usually only 1-2 rigs can use the ramp at one time. On several occasions, busloads of commercial floaters plus private users are all competing for the ramp facilities. •The site is badly eroded from overuse and in need of a master plan. A new design should be considered and include an improved launching ramp, retaining walls to protect the banks, wooden stairs down the path to the boat parking area, bulletin boards, highway signing, improved toilet facilities, and expanded parking. •Parking for this site could be expanded by working with the Idaho Department of Transportation to move the existing highway alignment just 5' to the north. This would provide a riverside parking lane which extends from the ramp to Dutchman Flat (approximately 12-15 cars). •This site is also heavily used during steelhead season and needs at least a portable toilet and early snow removal. •This site should be considered for a donation box. ***Partnership opportunity with Idaho Fish and Game, Department of Transportation, State/County Waterways, and permittees.**

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
40.	**Dutchmen Flat (NFRRS #30)**	4-5 Undev. Camp Units (6 acres)	•This site is heavily used for undeveloped camping, fishermen, and floatboat overflow parking. Random use has created some unnecessary vegetation disturbance; the old hand pump has been removed, but two small vault toilets still remain. • Additional parking at the Elk Creek site should alleviate some pressure at this area. Monitor the use patterns at this site. •Redesign of this facility should focus on designated camping units, reseeding and vegetation plan, new barrier-free toilet. If overflow parking is still necessary, a parking area should be designed, including highway pedestrian. •This site should be considered for a donation box, cross-walks, and signing. ***Partnership opportunity with Idaho Department of Transportation.**
41.	**Boulder Flats**	2-3 Undev. Camp Units & 8-10 Fishermen Parking	•This small undeveloped area is used throughout the summer for camping and heavily used during the steelhead season. The Idaho Transportation Department has constructed a roadside parking area for 8-10 cars. The site has one old vault toilet. •The site appears adequately designed to meet fishermen needs; however, the camping units should be defined and the toilet replaced.
42.	**Run Out Hole**	2-3 Car Parking	•This fishing hole is located on the next road curve, 1/8 mile below Boulder Flats. This is a very popular fishing site and often cars squeeze in on both sides of the highway. •Need to work with the Idaho Transportation Department to design an acceptable fishermen pull-out situation. ***Partnership opportunity with Idaho Department of Transportation.**
43.	**Stovepipe Sprs.**	2-3 Car Parking on Each Side of Road	•This is a popular year-round fishing site. A one unit each side of road toilet does exist north of the highway, but most people do not realize that it is there. •Work with the Idaho Department of Transportation to improve the parking facilities at this location. Signs should be installed to direct the public to the toilet. The existing vault toilet will eventually need to be replaced, possibly in a more visible location. ***Partnership opportunity with Idaho Department of Transportation.**

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
44.	**Robinson Bar Bridge**	1-2 Car Parking near Bridge	•The bridge site is a very popular steelhead fishing area; unfortunately, there is very little room to park any vehicles. In normal snow years, the road is plowed by residents of Robinson Bar Ranch. This encourages more vehicles to try and drive down to this restricted site, with nowhere to turn-around. •It is recommended that a road closure gate be installed at the roadside area, near the highway. The gate could be kept closed, until weather conditions permit vehicle access and turn-around beyond the bridge. • A roadside parking area should be developed at the highway junction, which could be plowed by the Idaho Department of Transportation. A portable toilet and dumpster should be installed at this site during the fishing season. •In July, 1989, the bridge structure was inspected by the Regional Office Engineering Staff. Their appraisal of the existing bridge: ". . . that the Robinson Bar bridge is in poor condition and should be repaired or replaced immediately." This situation needs to be resolved to ensure the continued safety of our campground users and to provide future access for the expansion campground site at Robinson Bar, below the ranch property. ***Partnership opportunity with Idaho Fish and Game, Department of Transportation, and Robinson Bar Ranch.**
45.	**Upper & Lower O'Brian Camp-grounds**	20-Dev. Camping Units	•These two campgrounds are some of the oldest, but most heavily used, camping facilities in the canyon. Units at these sites are usually occupied between 43%-62% of the time. The campground does not appear to be impacting the environment; however, the facilities are in need of rehabilitation. •Rehabilitation should include lengthening spurs to a minimum of 55', new grills, tent pads, refinish tables, install new barrier-free toilets, and complete a site revegetation plan. •A small section of sand beach exists near the river and could be accessed by a construct-ed trail and some minor retaining. The road between Upper and Lower O'Brian is narrow and extremely deteriorated in several locations. Major road re-construction and retaining structures will be necessary to bring this road back to standard. •Signing need posted at the junction of Lower O'Brian and Robinson Bar road, warning "No trailer turn-around ahead."

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
46.	**Indian Riffles Overlook**	6-8 Car Parking	•Indian Riffles is a unique roadside overlook, which provides viewers an opportunity to watch migrating salmon as they complete their 800-mile journey from the Pacific Ocean, back to these traditional spawning beds. •The condition of this site is somewhat run-down; one of the large signs has been stolen, and undesirable use patterns are starting to result in soil compaction and erosion. •The undeveloped camping which had been taking place on the lower portion of this site has been closed out. It is recommended that the same management also be adopted for the overlook. This site should be limited to day-use activities only. •This site needs significant rehabilitation. Redesign of this facility should reflect the architectural theme which will be used at Sunbeam Dam Overlook. The masonry piers and rail fence theme should be used to enclose the overlook area, allowing only foot traffic to a picnic table and new barrier-free toilet, by the "Forest Monarch" tree. •This site should be considered for a donation box. •Drainage for this site needs to be redirected, to pull water, snow runoff, and sediment away from dumping over the bank and into the river. •The public needs to be informed through proper signing, not to go outside the overlook area and the implications of unintentional harassment of spawning salmon. •The Idaho Fish and Game and many other sportsmen have indicated that this area should be closed to fishing, at least during the anadromous runs. ***Partnership opportunity with Idaho Fish and Game, Department of Transportation, and Steelhead Unlimited.**
47.	**Robinson Bar (NFRRS #44)**	62-Dev. Camping Units (32 acres)	•This large, potential developed camping area lies on the south side of the river, below the Robinson Bar Ranch. The landscape character of this site is rather flat and open with about 30% lodgepole pine canopy. The site could be the largest camping facility in the canyon. •A revegetation project for this site could expedite the natural tree cover evolution and have the area ready for camping development in about 20-25 years.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
47.	**Robinson Bar (NFRRS #44), cont'd.**	62-Dev. Camping Units (32 acres)	•The current cattle grazing impact on this site is very detrimental to existing lodgepole pine seedlings. Any revegetation project would only be successful, if the current grazing permit were eliminated. •Some preliminary plans have been done for this site and are on file at the SNRA Headquarters Office. A major factor in the development of this site is ACCESS. A NEPA evaluation will need to determine if the existing Robinson Bar Road should be used to access the O'Brian Campgrounds and this site (2 bridges), or whether a separate bridge across the Salmon River is desired.
48.	**River House Fishermen Parking**	6-8 Car Parking	•This site is located across the highway from Peach Creek, on a benched area above the river. These fishing holes are popular year-round, and the site would lend itself for a developed day-use facility. Present access from the highway to the bench parking area is sometimes slippery during early spring or in wet weather. •A roadside parking area should be constructed, with walk-in access to 1 or 2 picnic tables, toilet, and sportsmen's access signing. ***Partnership opportunity with Idaho Fish and Game and Department of Transportation.**
49.	**Snyder Springs Picnic Area**	3-Picnic Units	•This quiet picnic site is located in a small wooded area along the highway. The site is frequently used during the summer season and contains a fenced picnic site, toilet, tables, and parking for 5-6 vehicles. The existing spring for which the site was named is no longer available for public use. Most of the facilities are in need of upgrading and several large hazardous trees need to be removed to ensure public safety. •Rehabilitation of this site should include new fencing in the style of Sunbeam or Indian Riffles, removal of hazardous cottonwood trees, new well and hand pump, vegetation management plan, barrier-free trails, bridge, and single-unit toilet.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
50.	**Torrey's Hole Floatboat Facility**	30-Parking Units	•This floatboat facility was constructed several years ago, as the primary take-out point on the river. The site consists of a paved parking area, toilets, and a concrete ramp. The site is heavily used both during the floating season and for fishermen parking. •Comments received by users at this site have identified some changes which should be implemented. The toilets are low-volume flush and not usually available for early season fishermen use. These should be converted to barrier-free, vault toilets. One to two picnic tables need to be added to the site for day-use activities. Signing is needed to encourage single cars to park in the appropriate areas. •This site should be considered for a donation box.
51.	**Whiskey Flat (NFRRS #40)**	5-Undev. Camping Units (3 acres)	•This small, undeveloped site lies within a cottonwood tree stand along the river. The site has two old vault toilets, and five camping units were defined with log barriers, several years ago. •This campground is a good example of "controlled," but undeveloped camping. The surrounding vegetation is in good condition, used by fishermen, picnickers, and campers. •The access into the site could be improved by adding 4-6" of suitable road material. Toilets should eventually be replaced, possibly a well and hand pump installed, and minimal fee charged for the site. •A revegetation plan should be implemented for this site. •This site should be considered for a donation box.
52.	**Holman Creek Campground**	12-Dev. Camping Units	•This campground is the last developed facility before exiting the SNRA portion of the Salmon River Canyon. Tucked against a small side canyon, most of the units in this campground are located in a sagebrush flat. Understandably, this site normally receives the lowest percent of occupancy (20%) of any campground on the SNRA. The exception to this use pattern is during the anadromous fisheries runs on the river. Directly across the highway from this campground are other heavily used fishing holes. During these periods campground occupancy jumps to 100%.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
52.	**Holman Creek Campground, cont'd.**	12-Dev. Camping Units	•The Idaho's predictions of a returning salmon fisheries season that would equal or exceed existing steelhead demand for camp units, would seem to warrant that this uncharacteristic campground site be retained. •Recommendations for improving the existing situation would include increasing the turnaround loop radius to accommodate vehicles pulling trailers; replacement of existing footbridges; rehabilitation of existing facilities, such as lengthening spurs to a minimum of 55'; new grills; tent pads; refinishing tables; installing new barrier-free toilets; and completing a site revegetation plan. •Site revegetation should consider the transplanting of large native stock and providing water from Holman Creek drainage by gravity feed, underground drip irrigation system.
53.	**Holman Creek Bench**	12-15 Car Parking	•As mentioned, this is also one of the heaviest used fishermen parking areas within the lower canyon. Currently, parking is not confined and this site is impacted by several random access roads. •This site and its vegetative resources needs to be designed and managed. A designated parking area either parallel along the highway for snow removal, on the site interior, or a combination of both needs to be established and enforced. A constructed trail from the parking area to the river should be considered, as well as permanent or seasonal toilet facilities for this site. ***Partnership opportunity with Idaho Fish and Game and Department of Transportation.**
54.	**Tunnel Rock**	10-12 Car Parking	•Equally as popular as the Holman Creek site are the fishing holes just below Tunnel Rock. These sites are deluged with fishermen, cars, and recreation vehicles during the anadromous fishing season. Only a small 3-4 car parking areas is located just east of the rock, and some vehicles are parking on top of the 100' rock structure; but this is neither a desirable or a safe situation. •East of Tunnel Rock, between the road and river, lies a secondary sagebrush flat. Access to this site is very limited' however, the property is in government ownership. •The parking situation in this area needs to be designed and managed.

Map No.	Site Name	Potential Units/Acres	Comments/Recommendations
54.	**Tunnel Rock, cont'd.**	10-12 Car Parking	•It is recommended that the current roadside parking area be expanded, but barriered to close off the access to the top of the rock. •Concurrently, a new road access should be developed to permit overflow parking at the lower bench area. Access trails, wire fence crossings, and permanent or portable toilets will be needed at this site. ***Partnership opportunity with Idaho Fish and Game and Department of Transportation.**
55. 56. 57.	**Five Points (NFRRS #68)** **Big Rock (NFRRS #51)** **Cold Creek (NFRRS #55)**	Potential Camping Area (24 Units) Potential Camping Area (10 Units) Potential Camping Area (5 Units)	
			•Each of these sites are located on the south side of the Salmon River. The only present access involves travelling on a very primitive road, starting near Slate Creek and winding along the river for some 8 miles back to Robinson Bar Ranch. At this point, the road has been closed by the private landowner, and all vehicles must return by the same route. •Early in the summer, portions of this road are covered by spring water from the river. Only high clearance vehicles are advised to use this road; even during the drier season, the use of trailers is all but precluded. •Though marginally used now, these potential sites could become practical for development if a public right-of-way could be gained through the Robinson Bar Ranch and considerable road reconstruction performed. Another option might involve a bridge across the Salmon River to serve a consolidated development for all of these sites

VI. SUMMARY AND CONCLUSIONS

The purpose of this paper has been to examine the present and future role of the Forest Service in the Salmon River Canyon. Management of this area is a very complex task, involving various recreation activities, growth patterns, user conflicts, resource protection, and coordination with other groups and agencies. Although the Forest Plan provides management direction, these resource standards and guidelines only focus on a portion of the problem.

The Area Analysis Process provides an opportunity to (1) confirm current on-the-ground conditions, identify resource problems and user conflicts; (2) refine future condition management goals and the standards and guidelines identified for each resource; (3) explore options or a "mix" of various resource uses and social experiences; and (4) identify concerns, recommendations, areas of opportunity, new ideas, and potential partnerships for attaining future management goals.

Although the completed Area Analysis is not a "management plan," it does set the stage for immediate public input, decision making, and implementation of some or all Area Analysis Recommendations. The Area Analysis provides the SNRA Area Ranger and staff with site and user specific information for improved management within the Salmon River Canyon. Many of these action items, especially those which deal with resource problems, can be resolved *immediately*. Other management decisions may require additional information before new direction can be initiated.

Upon completion of this Clemson Project, copies of this paper will be distributed within the Forest Service, to other cooperating agencies and interested recreation users for review and comment. Public response forms will again be distributed throughout the canyon during the field season. All comments received will be reflected in a Final Area Analysis which will be completed this fall.

This Area Analysis for the Salmon River Canyon will be used to identify problems areas, generate site-specific action items, new management direction, construction and budget priority schedules, research needs, and establish partnership opportunities for future projects.

The most useful aspect of an Area Analysis is its potential application for other recreation management areas on the SNRA. Once established, this process will provide a strong recreation management tool for achieving customer expectations within our area.

VII. LITERATURE CITED

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APPENDIX A

Recreation Problems and Management Direction

Identified in

The 1975 SNRA General Management Plan

PROBLEMS OR USER CONFLICTS

- Campground units are often monopolized by small groups of salmon fisherman during the fishing season. This prevents day use by tourists and other visitors.
- Some campgrounds conflict with day use recreational activities along the river.
- Heavy use at sites of dispersed concentrations may damage vegetation and other resources.
- Dispersed recreation increases likelihood of water pollution.
- Dispersed recreation use conflicts with through traffic flows on U.S. Highway 93 (State Highway 75). Large campers pulling on and off the highway slow traffic flow.
- Cattle trailing and grazing conflicts with both developed and dispersed recreation.
- Floatboating and other water-oriented recreation may disturb spawning steelhead and salmon.
- Fishermen cause littering and highway conflicts.
- Cooperate with qualified agencies, groups, or individuals in investigating and interpreting interesting archeological and historic sites, and protect them from resource damage and vandalism.
- Additional facilities and interpretation are needed at Sunbeam Dam and Hot Springs. Salmon spawning at Indian Riffles provides an opportunity for a roadside viewing and interpretation facility.

MANAGEMENT DIRECTION

- Provide for a 1.3% increase of recreation use in this management unit.
- Start a revolving rehabilitation and rest-rotation program to remove 25% of developed camping and picnicking units from public use on nonpeak weekdays and weekends.
- Evaluate all developed camping and picnicking sites to determine a feasible program for rehabilitation and/or phase out.
- Cooperate with the Idaho Highway Department in analyzing, evaluating, and developing a solution to U.S. Highway 93 traffic and wildlife conflicts.
- Prohibit all activities which change the vegetative pattern, permanently disturb soils, or damage the Salmon River.
- Phase out cattle trailing in the management area.
- Evaluate the effects of floatboating on spawning steelhead and salmon.

APPENDIX B

Sample: Public Response Form

SAWTOOTH NATIONAL RECREATION AREA
Sawtooth National Forest

Dear Salmon River Canyon User:

The Sawtooth National Recreation Area's management team is interested in knowing how you as a visitor to the NRA, and specifically, the Salmon River Canyon, view our management of this area. The information you provide will help us assess the effects of our actions on your recreation experiences and determine if further actions are needed to improve our service to you.

Last fall, Tom Streit, our Landscape Architect, attended an advanced recreation management course at Clemson University. He is developing a management plan for the Salmon River Canyon to fulfill the requirements of that course.

The plan will assist the SNRA management team in the administration of the overall recreation program for this 22-mile portion of the Main Salmon River. Management of the recreation resource in this unique and heavily used river corridor will strive to address the concerns of our current user publics, special use permittees, special interest groups, and other state or governmental agencies.

Please take the time to fill out this response form. Your answers will be invaluable for helping us plan for the future in this portion of the Salmon River Canyon. When you have completed the form, please leave it at any SNRA office on your way out, or mail it to us at your convenience. Thank you for your cooperation.

F. CARL PENCE
Area Ranger

Sawtooth National Recreation Area
Star Route
Ketchum, ID 83340

Tom Streit
Sawtooth National Recreation Area
Star Route
Ketchum, ID 83340

SALMON RIVER RESPONSE FORM

Please fill in each section as completely as you can. Name and address are optional, but we would appreciate you providing us with your city and state.

Date:

Name:

Address:

Main purpose of your visit to the Salmon River Canyon:

Types of recreational activities engaged in:

How many prior visits have you made to the Salmon River Canyon:

How long do plan to stay on this trip:

What observations, concerns, or suggestions do you have about the management of this area:

Are there any facility or information needs in this area that should be added or modified:

Are you willing to pay a fee for these facilities:

Other comments:

Would you like to be involved in the further planning of this area:

APPENDIX C

Salmon River Canyon - Reference Map